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TIME TABLE.

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1,00	s.m	8.00	4.12	Frery	15	minutes,	
800	B.m. to	10,00	B.M	EVETY	10	minutes.	
0,00	a.m. to	11.00	6. ID.	FVALA	15	minutes.	
11.30	n.m.to	12.45	p.m.,	PANA	15	minutes.	
12,45	p.m. to	1.15	p.m	TVAPV	10	minntee.	•
1.15	o.m to	1.45	D.m	F. VAPO	15	INTERNAL	
1.45	p.m to	2.15	m.m.,	F. VAPO	10	minutes.	
415	p.m.to	5,00	n.m.,,	FORPE	15	minutes,	
5.00	p.m. to	8.10	D.D	Every	10	minutes.	
.14	tak, i.,	MIG	HT. C.	Ra.	-		

45 p.m. and 200 p.m., 2.45 to 11.30 p.m. every 15 minutes.

	STNDAYS,
	8.00 . n. to10.30 a.m Fivery 15 minutes.
	10,30 a.m. to 11,00 a.m Frary 10 minutes.
	11.45 a.m. to 12.00 Noon Every 15 minutes
	12.00 Noon to 1.00 p.m Every 10 minutes.
•	1.00 p.m. to 5.00 p.m Fivery 15 minutes,
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HONGKONG HOTEL TIME TABLE On and after 3rd October, 1911, until further notice, DOWN TRAINS Previous Time-Table onne lled. UP TRAINS. No. 1 No. 3 No. 5 No. 7 No. 9 No 15 Tgh. Tgh. Joint Joint Joint Secti Exp. Rep. Secti Secti Secti No. 2 No. 4 No. 6 Trh. Tgh. Joint Exp. Exp Secti Kowloon,dep. 14.25 | 8.00 11.10 7.10 18.80 Hung Hom, dep. 14.27 8.02 11.18 14.28 8.03 11.14 11.19 orr. 6.02 14.32 7.08 Che Pi dop. 8.13 24.42 Valumati, dep. 14.31 8.06 11.21 11.88 Sha Tin, arr. dep. 14.40 8.16 11.39 7.20 18.29 7.22 18.6 Wn Change arr. 8.20 14.51 7.83 14.02 7.44 14.08 7.46 11.14 7.67 14.16 7.68 14.27 8.03 11.28 8.05 14.83 8.11 4.40 8.21 14.41 8.22 14.50 8.81 14.62 Nair Kong,dep. 8.29 15 00 Tel Po. dep. 14.51 8,28 12.08 Tai Po Market, . dep. 14.54 8.20 12.12 Sien Tsun, ... dep. 8.66 15.26 Pu Kut, dep. 15.26 9.09 13 14 9.19 3 24 Li Long,dep. 15.85 0.20 18.25 Shek Tan, dep. Shek Lik Kou, .. den. 9 43 13.48 Bhek Lung. dep. 9.21 15.52 Tin Tong Wal, str. 35 54 9.44 13.49 Shok Ku, arr. 25.59 9.50 13.65 dep. 15.59 9.58 13.65 Property Tou Ha, arr. 16.05 10.00 14.65 Sai Wu, dep. 8.86 16 07 Nam Sheh, ...dep. 9.45 16.17 Lum Twin, dep 16.11 10.08 14.18 Wang Lik, dep. 0.55 16.20 7.50 2 Cheung Muk } arr. 10.22 10.19 14 25 Tou&ShekMa, } dep. 10.22 10.23 14.60 Sheung Ping &) acr. 10.08 16.39 8 10 Muk Lun, ...) dep. 10.08 16.42 8.18 To Tung, dop 16.35 10.38 14.48 8heung Ping & arr, 10.45 14.59 Mak Lun, dop. 16.11 13.47 14.59 Tu Tong, dep. 10.09 16.49 8.20 5 Cheung Muk err. 10.09 16.50 8.21 5 7.04 8.36 5 7.00 8.86 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.38 5 7.00 8.30 8.30 5 7.00 5 7.00 8.30 5 7.00 5 7. Wang Lik, ... dep. 16.49 10.57 15.12 Nan Sheh, arr. dep. 16.59 11.02 15.18 Tong Tou Ha, dep. 10.89 17.25 17.25 17.88 17.88 17.88 17.84 17.40 17.41 Sal Wu, dep 17.08 11.19 1 .24 Shok Lung, ... dep. 17.14 11.26 11.26 11.26

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The

HONGKONG, OCTOBER 17TH, 1911.

THERE is only one topic of popular interest in China just now. That is the Revolution, and it is evident from the telegrams which, in spite of the censorship, are daily coming to hand that this topic is destined to monopolise public attention for a long time to come. The aphorism that nothing succeeds like success is well illustrated by the reports that the successful soup of the rebels at Wuchang has Army to meet the attack which General YIN CHANG is hastening to deliver has been will not be for long that the Revolutionaries will be able to use the Hanyang arsenal to such advantage to themselves as is described in to-day's telegrams. If the Imperial Troops from Chibli and other northern provinces—the flower of the Chinese Army -are unable to re-capture the arsenal efforts are sure to be made to wreck it, and so prevent it being used to provide the insurgent troops with the guns and ammunition they will need for the continuance of the campaign. Now that a rigid censorship of telegrams has been established we shall need to take the news which comes over the break at Wuchang occurs at a time when imprisonment.

construction of the northern sections of the great trunk railway from Hankow Canton. That work presumably is now postponed for an indefinite time. What the attitude of the Revolutionary Party is to wards that policy remains to be publicly stated. 'In China's present stage of enlightenment nationalisation is the only practical policy, and even if there is any chance o the insurgents succeeding in turning t provinces into Republican States, the nationalisation of the railways would still essential to successful federation. The popular opposition to the nationalisation of the railways undoubtedly paved the way for the inauguration of the Revolutionary campaign, and we cannot help thinking that had the Government taken greater pains to announce their intentions with regard to the redemption of shares in the railways already under construction, a great deal of this trouble would have been averted. I was not until weeks after riots had broken out at Chengtu that the Ministry of Communications laid clear and definite terms before shareholders, and then only after urgent memorials had been sent in by the Governor of Kuangsi and H.E. Tsen CHUN-HSUN, who had been appointed to proceed to Szechuan to restore order and pacify the people." When the nationalisation decision was announced Government, it is true, offered to convert the shares into Government bonds, or alternatively to buy out the interests of share holders by payments spread over a series of years. There was, however, a vagueness about the offer which induced a belief that the shareholders were likely to lose considerably by the transaction, and in any case the Chinese public have no profound faith in the bona fides of the Government in such a matter as this. Twelve days ago the offer to the shareholders was placed on a more satisfactory basis: they can either convert their shares into Government bonds and participate in the profits made by the lines in which they have invested; or should they wish to have their shares redeemed, the Government announced that it would pay 60 per cent of their value down, and the remaining 40 per cent in two years, either in yearly instalments or in a lump sum at the end of the two-year period, with interest at the rate of 6 per cent. per annum. Having regard to the large misappropriation of funds the lines, the offer of the Government seems a liberal one, on which no Government, to improve. But, as we have said, until the insurrection is at an end there is little prospect, we imagine, of any progress being made with the Government's railway programme in the North.

a start was about to be made with the

The Foothow races are fixed for the 11th, 12th and 13th December.

The English Mail of the 16th September was delivered in London on the 14th October.

A Cyclone or Typhoon prevails S.W. of Bonin Islands, moving N.E. or E.N.E.

It is reported that the Government intend to revive the Praya East Reclamation Scheme.

Sir Paul Chater, C.M.G., is returning to the Colony by the N. D. L. steamer Yorek, which is due on Thursday morning. Twenty-eight Chinese, who were found guilty

of gambling at 11, Catchick Street, were each flued \$3 by Mr. Hazeland at the Magistracy yesterday.

The transport Somali, with the Somerset Light Infantry for Tientsin, arrived yesterday. The troops, who are commanded by Lt-Col. Everett, number 920.

A strike of Chinese firemen on the Minnesota, at Yokohama, delayed the ship's departure for Manila indefinitely. There were many Manila residents on board and 40 tourists.

Six. Chinese barbers, for carrying on their trade on the footpath in various streets of the city, were fined \$2 spiece by Mr. Wood at the Magistracy yesterday.

A Chinese who was convicted of breaking persuaded large bodies of imperial troops to into No. 1, Queen's Road East, with intent to transfer their allegiance from the Emperor commit a felony, was sentenced by Mr. Hazeland to the Republican leader. In the past few at the Magistracy yesterday to two months' days the capacity of the Revolutionary imprisonment with hard labour and four hours'

A Chinese who stole a blanket from a shop at immensely strengthened, but we imagine it West Point was pursued by the owner and captured by a lukong. Charged before Mr. Wood at the Magistracy yesterday he was sentenced to two weeks' imprisonment with hard labour and four hours' stocks.

> A Chinese cook prosecuted at Manila for smoking opium and having morphine in his possession was fined 300 pesos. His employer, Colonel Joseph Wolfson, an attorney, rather than lose his culinary expert for three months, paid the fige.

On Sunday night the water police seized 30 tins containing 150 taels of prepared opium on a sampan lying at Bank wharf. The owner of the sampan was charged before Mr. Wood at the Magistracy yesterday and ordered to pay a wires with considerable reserve. The out- fine of \$500, the alternative being three months' mencing about 3.30 p.m.

The return of visitors to the City Hell Library and Museum for the week ending the 15th October, 1911, shows that of non-Chinese there were 359 to the Library and 192 to the Museum and of Chinese 159 to the former and 2,324 to the latter. The Library was, therefore, used by 518 persons and the Museum by 2,516.

The return issued by the Medical Officer of Health showing the number of cases of communicable disease in the Colony last weekgives 5 cases of enterio fever (1 British and Chinese), of which one was an imported case; one case of puerperal fever, and three of smallpor, two being Chinese cases and the other an Indian imported case.

It is reported that a third Clark's tourist party, consisting of 850 members from various parts of the United States, will leave New York on the 20th instant on board the steamer Cleveland. The party will first proceed to rice to the poor, and the opening of Europe, and is expected to arrive at Nagasaki on the 1st of January next. Thence the tourists will visit Kobe and Yokohama.

At the Marine Magistrate's Court yesterday the coxswains of the steam launches Kwong Ti and Taikoo were charged before Commander Beckwith, R.N., with failing to observe the rule of the road in the harbour. Both charges were proved, and the first defendant was fined \$20 or 14 days' imprisonment, while the second defendant was ordered to pay a fine of \$25, the alternative being one month's imprisonment.

A Chinese cook residing at 4, Punjab Buildthe ings, Kowloon, reported at the water police station on Saturday night that his housekeeper. geant Wills accompanied the man to his house to make inquiries, and there learned that the man had been the assailant and the woman the Hankow. victim, he having struck her on the head with a Chinese brass pipe. The cook was charged before Mr. Hazeland at the Magistracy yesterday and fined \$15, the siternative being one month's imprisonment.

RESIGNATION OF REV. F. T JOHNSON.

A circular letter from the Hon. Secretary of St. John's Cathedral to seatholders and subscribers announces that the Rev. F. T. Johnson. M.A., has resigned the Ch plaincy of St. John's Cathedral as from 31st March next.

Mr. Johnson states that he has not taken this step without careful thought, the prospect of leaving this Colony and St. John's Cathedral being by no means a pleasant one, but he cannot help recognising that his work here lately has been sadly interfered with by ill-health, and to comply with the advice of three medical men if is necessary for him to have prolonged residence in a temperate climate.

The Church Body has accepted this resigns. tion with a resolution of profound regret after so many years of valued service; and have decided Republican or Monarchical, would be likely to take steps for procuring the services of suitable clergyman and are making arrange! ments for enquiries to be made in England. On account of the lack of funds it is not possible to guarantee an Assistant Chaplain and therefore the new Chaplain will have to work

LO CAL SPORT.

CRICKET

KOWLOON v. BOYAL ENGINEERS. A match was played at Happy Valley on Saturday between Kowloon and the Royal Engineers, the result being a win for the Kowloon team by one wicket and 83 runs Scores and analyses were as follows :-KOWLOON.

J. P. Robinson, c and b Addison 33

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INTERPORT PRACTICES. There were 24 present at the Interport practices on the Taihang Range during the past week-end, but the majority of the competitors were obviously out of practice, the only recetable scores being as under :---

... 29 A. Henderson, R. Stewart, 26 E. Heari, ... 31 28 F. Brown. 29 29 A. Anderson, The next practice will take place at King's

Park Range on Wednesday, 18th inst, com-

TELEGRAMS. TELEGRAMS. TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVI E.]

THE REVOLUTION.

SHIH KAI ACCEPTS APPOINTMENT.

GOVERNMENT CIRCLES OPTIMISTIC.

PEKING, October 16th.

Imperial Edicts have been issued which order the free distribution of the Peking granaries for the sale of rice at reduced rates.

The scarcity of dollars is causing continual runs on native and foreign

oan of 5,000,000 taels for the Ministry of War.

It is officially stated that Yuan Shih Kai has telegraphed to Hsu Shih Chang, the Grand Councillor, accepting the Viceroyalty of Hupeh and Hunan.

The appointment has caused optimistic feeling in Government circles, the officials believing that Yuan's name alone will strike terror in the ranks of the insurgents.

THROUGH REUTER'S AGENCY.

JSSIAN GUNBOAT PROCEEDS TO HANKOW.

London, October 16th. Reuter's correspondent at St. Petersburg wires that the Russian gunboat Mandjous has departed from Viadivostock for Hankow ALARM IN PEKING.

REBELS STRENGTHENING THEIR POSITION.

A message from Peking states that the ceasorship of the Press keeps people ignorant of the situation in the South, but considerable excitement prevails and continuous runs are being made on Chinese banks by depositors who are transferring their funds to foreign banks.

The telegraphs are now in the hands of the rebels, and communication with Hankow has been cut off.

The Foreign Consuls at Hankow are advising European women and children to leave that city, and steamers have been engaged to convey them to Shanghai. Three thousand Honam troops who were

encamped north of Hankow have joined the Revolutionaries:

arsenal at Hanyang, are working double shifts, and are turning out 25,000 rounds of ammunition daily, and 140 field guns are ready.

thousand rebels have occupied Kiating.

The rebels are consistently protecting churches issuing passports missionaries.

All the theatres in Peking are closed, and the entire Imperial Guard division has arrived there.

WAR MINISTER LEAVES PEKING.

A message from Peking states that the Roberts of the Times. War Minister and his staff left for the South this afternoon.

By Tuesday 34 transports and trains will have left for Hankow, conveying 24,000

SHORTAGE OF MONEY AND RICE. LATER

The Chinese Minister of Finance has issued from the Treasury 1,000,000 teels to relieve the money stringency.

The price of rice has risen 20 per cent.

[THROUGH REUTER'S AGENCY.]

MEDITERRAVEAN WAR.

DESPERATE STRAITS OF THE TURKISH-TROOPS .-

LONDON, October 16th.

The Turkish troops behind Tripoli appear to be in desperate straits for want of food.

The Italians stopped one hundred camelloads of provisions which were leaving town yesterday in twos and threes.

The attempts of the Turks to seize barley and cattle have caused the sheikle of inland tribes to cut off supplies, and they are now attacking small bodies of Turks wheneveropportunity offers.

CHOLERA IN TRIPOLI.

Reuter's correspondent at Malta wires that the cholera outbreak in Tripoli approached regarding an emergency slowly spreading, and that six deaths have from an altitude of 150 feet, and was

THE ITALIAN EXPEDITION.

The last batch of 15,000 troops for the General Yin Chang started for Italian expedition to Tripoli sailed secretly, Filipino woman, assaulted him. Lance Ser. Hankow at noon yesterday, making taking a number of automobiles specially his headquarters 200 li distant from equipped to pull heavy weights over the

A CONFERENCE POSTPONED.

London, October 16th. Reuter's correspondent at Berlin says it stated that the conference arranged yesterday between the Italian Ambassador and Herr von Kiderlen Waechter has been postponed, the Emperor having sent for the Ambassador to confer with him at his Hunting Lodge at Hubertusstock.

ITALIAN DREADNOUGHTS IAUNCHED.

LONDON, October 16th. A message from Genoa states that the third and fourth Italian Dreadnoughts have been launched.

ROYAL WELCOME TO DUKE OF CONNAUGHT.

LONDON, October 16th. The Duke and Duchess of Connaught were welcomed to Ottawa with unprecedented enthusiasm, and the crowds at several points along the route taken by the Royal & Grist) represented the plaintiff, and Mr. visitors got beyond the control of the police

THE INSURANCE BILL.

LONDON, October 16th.

The Unionist papers are most indignant at Mr. Lloyd George's description of the Unionist efforts to improve the Insurance Bill as obstruction.

They assume that the object of the speech was to make the Bill purely a party measure with a view to justifying use of the closure enabling them more speedily to clear the ground for Home Rule and Welsh Disestablishment.

They declare that their friendly attitude towards the Bill is unchanged thereby, The rebels, who are in control of the the defects and injustices inevitable in such though they will repudiate responsibility for circumstances.

POLITICAL CHANGES FORESHADOWED.

LONDON, October 16th. The Daily Chronicle foreshadows that Mr. Churchill will replace Mr. Birrell (who is retiring owing to ill-health), in assisting Mr. Asquith in piloting the Home Rule Bill; that Colonel Seely will replace Lord Haldane, who will receive a high judical appointment; that Mr. Birrell will appointed a Lord of Appeal; and that a Ministerial post will be offered Mr. John

THE RUSSIAN BUDGET.

LONDON, October 16th. Reuter's correspondent at St. Petersburg

wires that the Russian budget of revenue and expenditure places the balance 2,925,252,100 roubles.

The ordinary estimates show a surplus of 169,219,336 roubles, which is put as ar offset against a similar deficit in extraordinary estimates.

[TEROUGH REUTER'S AGENCY.]

SPAIN AND MOROCCO

London, October 16th. A message from Madrid states that tribesmen attacked the Spanish position a Izhafen yesterday.

General Ordonez was wounded, receiving two bullets in the chest, and a captain, a lieutenant and sixteen men were also wounded.

. The enemy withdrew at nightfall, losing many men who were killed or wounded.

Reuter's correspondent at Madrid wires that General Ordonez is dead.

AVIATOR INCINERATED.

London, October 16th.

A message from Berne states that an aviator named Schmidt fell with his machine inciporated.

TOBACCO TRUST DISSOLVED.

London, October 16th.

Reuter's correspondent at New York wires that the American Tobacco Company has published plans of its dissolution under the decision of the United States Supreme Court of August 1st.

The Company divides into four companies, none of which will have a controlling interest in the tobacco business, and all agreements hindering competition are

EARTHQUAKE IN SICILY.

London, October 16th.

Twenty people have been killed, and twenty-four injured, in an earthquake which occurred at Lamacchia on the eastern slope of Mt. Etna.

SUPREME COURT.

Monday, October 16th.

IN SUMMART JUBISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

CLAI" FOR MONEY MECEIVED. The hearing was continued of the action brought by Li Po Hung against Li Shek Pang

to recover \$280, money received by the defendant on July 10th, Mr. M. Reuder Herris (of Mesers. Wilkinson

W. E. L. Shenton (of Messrs. Deacon, Looker & Descon) appeared for the defendant. , Mr. Shenton stated that at the last hearing of the case they had arrived at the stars when Mr. Harris had finished calling his evidence on behalf of the plaintiff. He (Mr. Shenton) then submitted to his Lordship that Mr. Harris had not made out a case upon which the plaintiff could succeed, and his Lordship intimated that he would like to hear the defendant on the question of waiver of his legal rights. He proposed to put the defendant in the box on the

cases cited by his friend. Evidence was called and the hearing adjoured

question, after which he would deal with the

CORRESPONDENCE

THE "APPEAL TO CHRISTENDOM." TO THE EDITOR OF THE "HONGKONG DAILY

PRESS,"

Hongkong, October 16th. SIR,-I am glad to read in your issue of the 14th inst that "Lin Shao Yang," the writer of the book, "A Chinese Appeal to Christendom,"

has at last confessed in the N.C. Daily News of Shanghai that he is not a Chinaman, as I pointed out in your paper some time ago. A confession in this instance is not sufficient-He should make a public apology for all the harm he has done, and for the misunderstanding and ill-feeling which his book has created

throughout the world. When a man writes light literature under a pseudonym it doesn't much matter, but when he launches a well-thought-out and laboriously compiled attack against European Missionaries be in China under a Chinese name, it is quite s different matter. It is serious—it is criminal.

In extenuation of his offence, he writes: The device of adopting an Oriental name and standpoint for literary purposes is so common that it may be said to have been worked almost to the point of staleness. (Here he quotes). It may be urged that such precedents as these do not justify me in having published a pseudonymous attack on European Missionaries in China. Such a charge would be a just one if my book my own unsupported criticisms but I wan to draw your special attention to the fact that the contentions in the book rest not upon the ipse dixit of my pseudonymous self, but upon numerous printed extracts from missionary books and journals."

This pseudonymous writer has purposely collected his material for this attack, and I leave it to your readers to judge the extent of his wick. edness .- Yours truly,

THE THAN TAL.

The Reffler Museum has just been presented with a ma nificent specimen of a Dayong b. Mr. G. & Stubbe, of Kejeli, Bucu Island, in the Dutch East Indies, who bimedt h required and stuffed the creature, and as considerable troub's and expense sent is to Si garor . T apecimen is a fem le, and measures rever and half feet in length neady-two feet more than-

the brees, specimen previously in the Museum The Duvengs, though aquatio and fish like, are ye . tru Manum I. like whales, perponen d lp ins. They are the "merm ids" of our here howy tables and the siseas of the a cleute. Of fi wing hair, however, withou which to proper morn it is ever no used, t ere is none; it is rop escuted by merely a few hot bristles seathered over the to y, which are some what long redong the mont; The " cor 1 lips" of the ideal me mad are re lly cowiike, all they olse upon . few stampy fr at te-th. I eye are soull and hablice , treanfe in sing arms been are a nor he fore-linbeare in of fleg into nod lies, and the him belimbe have disappeared al oge her . In fool con ints of man el which it onews, w th its broad, fle grinder. is probably merely, the atticula of the

feinal with small a think of sor ug-wayer mere than one at a time which has iven rise to fue begardney main aid. The mother with bor head and or ast rais d shove water, partially supported by h r flowers and the young our city. I w to let bas some ninhoman court it. We may quit. Si Emerson Tenn - it's

The rule approxime to the human outline observed to these we at the head of tosers ture, and the it its to if the amother when sanding the years; clapia i to her treat with one Apper, while swimming with the other, holding the he ds of 'toth above wat it and, when this turb it. - a de ly diving a d displaying her fish ik this we see, together with her basitual demonstrations of st one maternal affection, probably gave rise to the fa le of the mormaid; and thus that earliest invention of mytoical p year grant -tra-ed-t--the Arch-eamer and the Greek, who had writched the novements of the daying in the waters of Manage Meras hence records, the existence of a creature in the cocan ne r Tapica and (''ey) n), with the aspect of a womurrand eli n. Sdop ing and enta wing unon his information to ples the seas of Coylo owith. fish having the headshof lions, pasthers, and rome, and, stranger still. C tacenus in the to m of satirs. S a aments such as these must have had their origin in the bairs which are set cound the mouth of the duyong, somewhat r sembling a beard "

The Duyong occurs along the shore of eastern tropical sets, from the East coast of Africa to Australia whilst the anarro, a closely allied and see is restricted to the two sides of the Southern A lan ic. i.e., the coasts of South America and West Africa, The Northern seasons, the mermaid of European waters, which use to each a less to of twenty to thirty feat, anfortunately begins extinct long ago, the last living spenment having been 1090 about the year 1763.

Older Sing spore residents may possibly remember to Davour from Norh Borneon waters, o ush! and presented by Capain J. Bram : in 1895 which fo some weeks was kept al ve on a tank of sec water and excibited in the hall of the Massum. -Straits Pemes.

RICE INDUSTRY OF THE UNITED STATES.

is credited with more than balf.

A genera ion ago no rice was grown in the Muravieff Amarski, a man with a vicion as clear United Sta es except in Son h C roline and as cristal, for the good and ample reason that-s Georgia, on the At nto co st, and in Louisiana, proper and fluid de imitation had at last been whereas the perent time Toxas and Arkanas made is 1860 based on what may be called gr. wg e. quantitie of rice and halfe os nother etanical grounds. States produce mode stean ntities. Form rly rice was produced only along the Missi sipple iver and to you I afourable, but now the bulk year earles ly; it was the question of Kores-a f the grop is grown in extern L u siana and sotally different question-which blurred the great prairie section of he Bas, which at outlines and suddenly complicated a simpleone time was unproductive . xcept at ran in for -problem: gr sin , has been to and into-a vertable garden

the country. extended irr g con works.

tiana led o the lougism of mits thron, bout the de rimental to the Justin pes e of the Orient aff rded the latter the opportunity when they sh wed, not oly were they a declar tion

a brighter future. Although for the moment openly attempted to take a great step forward stable and unvarying a age; there is certain forced to take a half-stap backwards. Her atto be further i or as in productive, as tempted occupation of Manchuria had never been the consumption of rice devel ps with the effective, even in a military sense, since had it tion 30 stating unequivocally that on the ex- frontier tariff can be technically claimed, strong eddies round has Value Sands, and a sumption is sure to increase and production will expand in proportion.

STEAMER TO CARRY 6,000 PASSENGERS.

All records in the matter of passenger secommodation on board steamships will be col psed by a boat which is in course of construction in on American yard for the Hudson River Day Line's s-rvice between New Yo k and Albany. Provision is beiog made for 6,000 passengers, as compared with t. 00, including crew, on the Hamburg American Line's new steamer Imperator, now building at Hamburg, and about 4.000 on the White Star Line's Olympic and Titanic.

No cargo will, however, be carried.

THE MANCHURIAN PROBLEM THE ONE SOLUTION.

BY PUTNAM WHALE IN THE LONDON "DAILY TELEGRAPH."]

the sina ion in Mancharia with the utmost Montieur de Mair ens, the most hasty and imperfect settlement with which he was a quintin the F'r East. If the future is not to be mar od by a further weakening of th Chinese in the brank-up of China," is really to fall into imposious desuetude, it is even inl that understood, and the whole weight, not enly of public opinion, but of neutral diplemacy. thrown gute openly on China's side. Outlines have year by year grown clearer as d botter defixed; the issues have been fixed down ; we know now what is and what is not. It is no lo ger a quest on of this or the opinion; it is a question of certain sim le facte ; and the facts now set for h an the con-traction placed on them, may be quickly verified by a v reasonable person.

is as much a part of China as the metropoli and Portsmouth Treaty and of the confirming that M or uris has long been an interral part | deal with the question of military evacuation. of the Em ire; nevertheless, there has been a From these articles it is made absolutely and sus ici n shro d t at it merited being classed unquestionably clear no matter what claims wit. Morgalia at her than with the home pro- may have been subsequently essayed - that Manday has only an academic value; the sympathies and modernised. It is well to mention also at are emirely C ines ; the roads which unite this point-though the argument belongs to later North Coins and Manchuris are closer than the paragraphs—that i was just as specifically and bonds which unite the Y notes provinces with clearly laid down as a condition of perce that South China, Manchucia having for very many re re be a sim de what the great western plains were to the older tates of the merican Union. - a land to em grate into-and, of all the Chinese god mists Manchues has received. 90 per cent. come from Stantung and Childi Manchuria to day is as Chinge as Austral a is English. CHINESE SOVEREIGNTY This view is not or ginal. It was even shared

by Lord S lisbney's Government to 900-and was one of the re sons why the Anglo-Ge man Agreement of 1900 regarding China proved ab-plately abortive. Germ by after her signature of that document baving stated in no nucertain langu go that she consider d Manchuris outside the scope of the agreement, Yet, what a shull w and unreasonable view! Amning the first acts of the Mancha dynasty. after it was firmly established in Peking in 1644, is to be found the constant desparch of ex s i iousry columns to the northern and nor however limits of that land, to effect the an jugati n of nomad tribes, who still lingured in mountain fosto sees, and to obeck the infil ration of Cass o freshooters, who were even then active along the upper reaches of the Amur. Two and a h If cent ries go the title to the I nd was claimed an i made od The sovereignty of China, publicly established over every juch of the present previnces and far beyend-by the Treaty of Nemhinsk in 1689, has us e been an uncertain thing. Ru sia, then the only other Asiatic Power of international importance, solemnly admitted by that treaty all Chinese claims. By subsequent acis; Einsein half a century ago modified this poient arrangement by acquiring the uninhabited left bank of the Amur and the uninhabited Primorak. or Pacific Province, thus giving her an outlet There is no agricultural industry that has on the Pacific Ocean, as well; as territory fit made such vist stribes in this section in recent for colonisation. In this there was no quest predominance should be removed as soon as sears, says a New Orleans paper, as las the tion of territorial robbers; the region see China proved herself capable of maintaining production and military of tion. Less than quired had been clearly proved by the flux law and order. The text of the China-Japanese iwen'y five years a. o Lewisiana priduced ba ely of time to be too for Chinese Trenty of December, 1905, besides confirming a quarter of a mil ton barrel of a san rice, while colonisation, and, therefore, proved to belong matters relating to Manchuria, dealt with to-ony the production is one million berrels and legitimately to Siberis - which fate has marked mo e or a lite more than balf the production at lius inc, and nothing but Russian. Since of the U ited States. Of the to all notes, a now then -that is, for fifty years -there has been. devoyed to rice n the United States Louisians no question of frontier rectification -- that is, no question of upsetting a settlement conceived by working order two years from now.

> JAPAN AND KOREA. It is important here to insist upon this point

The policy of the Japanese in 1895, after spot and has att.acted settlers from all parts of they had it van the Chine-e out of Korea, in attempting forcibly to annex the Liaoung At first the rice raised on the praires of Peni sula by which term was included all the Western Louisans was de endeut estirely territory south of a line drawn from the Yalu upon to raise to necessary measure, but a River, via Fenghuangcheng and Haicheng to succession of fairnes of what was termed as the port of Newshwang was an false policy, Providence crop led to the a most universal a politic lerror of the first magnitude. The of irrigation, and now the question of the overloadship of Korea - it was entire rice destrict of Western Louis. o ly that then - had nothing to do with Maniaus is honeynomb at with irrigating cands and churlan territore; by deliberately mixi g the two questions, the seed of immense troubles. Terree and pary grees imployment to several was a wa by Janun, both for herself and for hundred t on and people an i- one of the lead others. F. netrated by the antion of three ing wealth or doe rs o the State. Frame ly Europ an Powers in her attempt to appear - practic lly alimberice mills we econdentrated in Senthern Mancharia, Jupan publicly admitted New Or wars, but the spread of t' e.c. livet on of in terms which allow of no miconstruction. mes lover Southern and Suthewestern Louis "that each permanent ressession would be construction where it was possible to secure supplies. There are the words of no less a personner than of youth ros direct from the farmers and also the Emperor of Japan; and, as events soon

of milling their product on policy, but a grim prophecy as well. selling, it direct in the clean. The sequel proves it. The sett n of Russia At the present time the great majority in the years following the retrocession on the rice mile are lowted in the Liacture territory-an action primarilly incountry, an although New O leans remains wood by the false load Japan had giventhe landing rio market, great quintities of colminated in two far-reaching tragedies, the clean rice are distributed from the country mills. Hower upr sing and the Japanese war. Briefly, There is no industry in the S ale which has see the re-ult of the first tragedy. Russia had the production of rios seems to have reached a see B realt of the second, she had been Korea was a geographical part of the Chinese h nterland was as cruelly punished as had been Japan's attempt to ar us that the northern littoral of the Yeilow Sea-he the country Korean or Chinese openly fell within her sphere of sovereignty. Thus it may be legitimately elaimed that no right of eminent dominin any pirt of Mancharia has been anccossfully advanced by an alien Power for half a century, and that no such right can be advanced. The frontiers of fifty years ago, by virtue of a law as inexorable as that great physical first truth, the survival of the fittest. call aloud their ol ims. Modern frontière conei-t not of rivers or mount ins, but of masses of men. Races scoupy their final abodes, and so long as a race des not die a slow political death the death which Kores died the right of eminent dom in cannot pass to alien hands. The Chinese, as a race, are more vi orous today than they have been for bundreds of years;

loudly proclaims.

ANGLO-JAPANESE TREATY. It is now generally accepted that the Treaty of Peace signed by Russia and Japan at Portsmouth, was nothing but an annex to real treaty which made war impossible—the second Auglo-J-pausse alliance. Formally The time has come when it is necessary to face | entered into at London before the plonipotentaries at Portam with had settled any of their frankness. The settlement of the Ru-so Japa. | chief points of difference, it is this document ness war, pronounced by that eniment inrist, which gives absolute guidance regarding the post-bellum status of Manchuria-the point of peculiar interest at the present mement. For at ed-still r me na the question of all questions the time of its making this treaty, in a higher sense, was not so much an alliance as a pronouncement of policy, of exactly the same nature as the polity, if the employments of such an expression no less far-reaching declaration of President Monroe in regard to the American Continent. It is a fact which is not disputed that Great a. a t a is us should now be generally Britain, through her control of the Sues Canal not only controls the Oriental trade but dominates the political relationship that Europe bears to Asia -a relationship which is still almost entirely dec ded by sea-power, a condition amply proved by the Manchurian campaign. The strategic presessions beginning with Gibraltar, Maita, and Aden, and ending with Singapore and

The particular status of Manchuria-from The first thing to write down clearly is the the Rueso-Japanese standpoint-finds no better international status of Manchuria Manchuria definition than in those articles both of the proving of Childi No one, of course, d nice Chino-Inpanere Treaty of the same year which No tin on ld beaute erroreous; it is churin is inevitably destined to revert comon al Coines as Shan'ung: The room tion ple dy to Chinese control, provided that the - entirely Chinese-since the word Mancha to. | Chinese Empire as a political unit is consolidated China be at once allowed an absolutely free band in developing the resources of the entire region. There can be no more argument about these points than about the solar system,

Article III of the Portsmouth Treaty states: Jupan and Russia mutually engage: 1 To evacuate completely and simultaneously Manchuria, except the ferritory affected by the lease of the Lisotung Peninsula, in conformity with the provisions of additional Artice I annexed to this Treaty; and

2 To regions entirely and completely to the exclusive administration of China all portions of Manchuris now in the booupation or under the control of the Japanese or Russian troops, with the exception of the territory above men-

The Imperial Government of Russia declare that the have not in Manchuria any territorial advantages or preferential or ex-Clusive concessions in impairment of Chinese sovereignty or inconsistent with the principle of equal opportunity

And this is followed by this frank admission : Japan and Russia reciprocally engage not to obstruct any general measures common to all countries which China may take for the develor ment of the commerce and industry of Manchuris.

It is well that there is on permanent and clear record such a political confession as this. For the use of this language makes it unal erably clear that, save for the Manchurian railways and the leased territory - the redemption of each of which is specially provided for-neither Russia nor Japan oun to-day claim in Manchuria any rights whatspever.

But there is more to confirm the leading idea so loudly insisted upon in the historic year 1905 -that every possible vestige of alien political the formal Treaty of Peace, has the following remarkable des aration, which it should be easy for the Chinese Government to give effect to as soon as constitutional government is in full

Article II. states: In view of the earnest desire expressed by the Imperial Coinese Government to have the Japanese and Russian troops and railway guards in Manchuria withdrawn as soon as possible, and in order to meet this desire, the Imperial Japanese Government, in the event of dussia agreeing to the withdrawal of her rail cay guarde, or in case other proper measures are agreed o between China and Russia,

consent to tike similar steps accordingly When tranquillity shall have been established in Manchura, and China shall have become herself capable of affording protection to the lives and property of foreigners, Japan will withdraw her railway guards simulinneously with Russia.

CHINA'S RESPONSIBILITY.

As soon as this article is enforced, we shall get the final and proper view of the situation in Manchuria -- that is the true perspective.

It will be this. Until 1923, Japan, manifeetly the predominant power from the Chinese standpoint because her position is coastal and Ear East, will administer the lessed territory | VI. states: of Port Arthur, the A tung-Mukden railway, and the main double-track railway from Dairen to Changehun. Atter that date: (a The reudivion of the leased territory, specifically provided for by Article III. of the original lease agreement of March, 1898; and (b) the sale of the Antong-Makden line specifically provided for hy Article VI. of the additional agreement of 1805-which says that "the railway shall be appraisement of all its properties by a foreign expert, who will be selected by both parties "will simply leave in Japan's hands double-track commercial railway ing from the port of Dalny to the Central Manchurian town of Ch ngchun. In the ompletion of the whole line and its opening to sequiring the line on refunding to the company in full all the outlays made on it. . . ." on the same date the Russian trans-Manchurian system -the lest remaining right which Russia

chase in the same way into Chinese hands. these facts; they are as clear as crystal. The only possible complication which can arise is not in Manchuria, but in China. Should China fail to modernise herself completely—that is fail to take her place as a first-class military and pelitical Power among the family of nations within the periods named—then, of course, this argument fails. Fundamentally, then, the solution of the Manchurian problem has nothing to do with either Russia or Japan-it is simply a part of the general problem of the modernisa. of duty when certified tion of China. The two Powers, having years | within a 100-li zone. If this procedure were Manchuria is f r them a microcosm of their see proclaimed to the world what their only forced on the Yalu, it would be necessary for future national existence—they cannot any possible policy can be in Manchuris—evacuation

exact parallel case of the Pamirs. ..

can be resolved into the simple t el mente I form, and that Japan recognices t'e charge This obscurantism slone blurs the outlines - For th t Busia does not re lly ours quasicite alone disturbs the fature, herself in any way with Japan in Manchura The clause in the Treaty of Peace, which is that she is bound in the end to I li

of the very greatest importance just now to the bekon hir Amor Railway is unalterably plain world at large, in vie of the financial accom- Here w reach the th rd and last please of may take for the development of the comparce vex ng question. and industry of Manchuria." Obviously this clause is susceptible of many constructions; but the natural construction is the simple one that China should be viven a free hand so long as her action is not dictated by a crude desire to up-e'-the delicate balance existing between two alien Powers.

NEED FOR RAILWAYS.

world is impossible without modern apand of all modern appliances railways are probably he most portant. That Clina should be virtually restrained during a period equival no a whole generation- say, from 1905 to 1939 from building railways in Mancharia is an intelerable state of affairs. Yet something suspiciously resembling a vero was place! Japan, and then by Russia, on the handlow-Aigun scheme, Japan basing her often marily on a private arrangement vir nally forced on China, and conflicting directly with the solemn interestional engagement not to obstruct general measures for the development of the commerce and i dustry of Manchuria, I: best to state this matter frankly, as it must come up spain very she fly.

The Chino-Japanese agreement of 1905-ratio fying the Russo-Japa; ese Treaty of Peace - w not brought to a successful conclusion will out the danger of a summary rupture of nego istions. One of the rocks on which the confere ce nearly split several times was this particular question of railways. Lapan was at g out pa to insist that the building of any par lief line to her South Manchurian Railway o nild not be tolerated, because of the injury it would inflict upon the one and only financial compensation she had drawn from her great war. Consequently, she press! for a formal undert king on the part of China that no such parallel tine would be constructed. The thinese plenipoten tiaries, after a great deal of discussion, believing that Japan deserved apecial consideration in view of the special circumstances entroughing the outbreak of war, if mily consented; but in return, requested a definite distance to be in cluded in the definition "parallel railway The persistent Japanese answer was that. China asserted to the princi le they might in confidence leave it to Japanese honour not oppose any legitimate Chinese scheme which did not conflict with the undertaking given. The Chinese-in a moment of genero-ity-assented. The net result has been that Japan, by a colicy which has been given very hard names, even in diplomatic communications, has practically stultified the sole n declaration the made in Article IV. of the Ports outh Treaty. The pressure of public opinion-and diplomacyhas been such, Sowever, that the has a ready been forced to mod fy materially her original stritude of bind opposition, and now simply all-ges in semi-official pullications that her real objection to the scheme was baled on the fact that which she was entitled to participate on the principle of the open-door and qual opportunity-for-all. The ground, therefore, hasalready, been cleared for a fresh approach towards a solution of this vital ma ter. It is one that cannot be much longer delayed, since more railways are urgently needed in Manchuria.

M ST-PAYOURED-NATION CLAUBE. A second dauger-point, which may be classed under the term obscurantism, is to he found in Article XI. of the same sgreement. On the surface it is an imporent success artice, but in the near future it may be preductive of most serious complications unless Chi a's cre

The Governments of Japan and China engage that in all that rel tes to frontier trade between Manchuris and Kores the qu'r the Chennel. most-fevoured-nation treatment shall reciprocally extended.

Now the most-fevoured-nation clause, as experience has amply proved in many parts. the world, is a most dang rous clause wherever one nation is very much stronger than another. sold to China at a price to be determined by In the present instance this clause can be so interpreted by Japan that she may claim on the Yalu frontier the two thirds land-frontier tariff enjoyed by Russis on the Amur and Transbuikal frontiers, and by France on the Yunnan frontier. By landing goods brought try again. from any part of the world at the Korean port year 1939 this railway can be bought back on of Wije, which is just to ose the Yalu river. terms clearly laid down by the original statutes and then taking them into Manchuria across of the Chinese Eastern Railway Company, Sec. the new railway bridge by train, a land- had been very good, but he got caught in the ditions on this front er are precisely the ram triffic, the thines Government has the right of as those enoundered anywhere whom the China coast, and therefore entirely different Wo ffe. He started from ang teneur luier from the economic conditions obtaining in di- but after tourteen | onre and seventeen minute tant inland frontier points, auch as Manchuria Station on the Trans Brikal frontier, or Aigun possesses in Manghurit should pass by pur on the Amur or Szemso and Mengs ze on the Bay. Wolffe lad to abandon the swim, as la Tonkin frontier. On the narrow margins of There is nothing complicated er obscure about profit now prevalent in the foreign trade in China, a preferential Yalu tariff is sufficient to give's very decided advantage. Furthermore, there is the deeper question of the free-trade zone, which may be also claimed on the Yalu under Article XI. Russia has managed to extend the free-trade zone, designed only the nomad peoples, from Mongolia to Manchuris; and at Aigun on the Amur the Chinese Customs practice is fo-day to pass Russian imports across the frontier free for consumption the Chinese Customs to fall back to Fenghungchang and re-establish the old line of the Willow

more relinquish it than they can foreake their and sale of all concessions to the Sov. Palisade as virtual frontier. But the danger capital. And this is precisely the view which engine Power, provided that Sovereign Power would not end here. The coming extension of the study of every important public document proves conclusively that the has become master the K rin Rullway via Chimitao into orea will in her own house, and is, therefore, able to pre- provide a second line of commercial invasio. vent any disturbance of the balance of power under this much abused mo-t-favoured-nation and peace within the limit of her territory | clause, and complete the breakd.wn of what is these two Powers cannot to-day put forward a vital defence if Mancharia is to remain read new claims. To do so would be to place them independent - a . stro g Cus oms . fr ntier selves outside the family of nations, by d -- Aiready experience has shown that the Direct claring their pledged faith to be a matter of Custom House has not an effective control ove pure opportunism, and nothing olse. It is, in- the import trade, and esquot have an effective deed just as escential for Russia and Japon, as control, a til Chinese Cos oms harriers are est it is for China, to secure the restoration of na- ablished on the frontier of the leaved territorytional conditions. It was mutual suspicion and Kinchow-and all freight trains searched an jeslousy which brought them face to face in checked. Without further dwelling on these Mancharia; which made them go to war; which important points, it must be evident to every cost them untold millions; and the . flective impart al per on that though on the surface garrisoning of Manchu is by strong Chinese everthing is ofene, beneath the surface power corps, and the complete restoration of ful desinters ing factors exist in embryonic Chinese sovereignty will onceand for all remove form, requiri g poupt and careful treat the danger of dollision which must always ment. The unfortunate clause in the ori ins exist so long as they remain as the two Powers Port Arthur Assessment, which permits a disnow are, by interposing a strong buffer-State, cu-sion of the question of the renewal of the Only on the frontiers of Korea should the three leave on expiry of the present term, rises like rival Empires meet, and there the na ure of the a distant cloud on the horizon. The desire to country is such that there is no more need ive | make the Manchurian railways a permanent to a forward movement than there is in the possessi n is senicely masked. And there are ot er minor prints which di-cretion bids leave The case being such as has be n detailed, it undiscussed. If Man having mes through the is to be regretted that the after-effects of a order of tress many difficulties ancossfully, it misleading ob curantism should still tend to will be simply due to the fact t at Chinese mar the natural solution of a problem which deidweigh has at lest sesum de more unlitant

> modation being given to China, is the Arno's this examination -the immediate Chinese task IV., already quoted - that "Japan and Russia By ax mining in the next article the vital reciprocally enuage not to obstruct any gener I points on the Chanese side we are able to underpeasure common to all contries which China stand once unt for all the last limits of this

> > JAPANESE - UBSIDIZED SHIPPING

It is understood that the Japanese Government proposes to carry out a thorough readjustment of the subsidered steamshop lines in Now economic development in the modern termination of the present con racts during the next fiscal year. s far as oun be secontained, says a correspondent writing to the Peking Donly News, it appears to be the intention of the Lovernment to abolish a number of th existing less or to reduce the amount of their subsidies, and to employ the fineds thus obtained for the protection the or jest d new lines. The scheme includes the establishment of regular best to the Philip ines said the Putch Indies, and a bid for the purpose all be be onwhiltor-

word dering the coming session of the dlet. Commenting on this proposal the Hochi rem ske that its advisability a obvious. The P il p per perse as population of eight million. inhabit at , and their foreign trade accounts to 126 million yen. The Dut h India stave forty million inhabit mes, and their toreign trade total 560 million co. J paners ix ortallo the Philipp nestic 1910 mounted to Y5.100.00 . and to the Dutch Indies X4400,000 and while the branch of trade is not very large yet, it he doubled during the past lecade. On the other hand, the imports from these conntries have been stordily declining during the mest few years, t e figures for 1910 heing Y18 870,000 from the Dutch Indies and

Y780,000 from the Philippines. What is more, despite the very promising. trade pro-pects in the above regions, Japanese steamers do not couch regularly at any of the Philippine or Dutch Indian ports, but steps are now being taken to remedy this deficiency. The Oaska Shosen Kaisha is air ady making | PRINCES PLATE, preparations to open a regular line to Saigon, Superiore, Jave, Penany, and Calcutta, with

Hongkony as a starting point. The Nippon Yusen Kaisha is also said to be making investi ations with a similar object in view. Should these place matured is possible to ulir lines with the help of comparatively small sub-idies

cimules e nely the necessity is recognized of extending Jajan's maritime tade to South Chins by granting substities if necessary. With the exemption of the vestels of the Osaka Sholen Kaisha, which o'll at Foodbow and Centon or ce or twice a menth, there is virtually no Japanese steam-hip service to each points las Maeao. Swatow, Hongkong, and the ports already mentioned, the trade in the gun ters being almost monomized b British and Japanere chies, C ntom situated in the heart of South Chins, bids far to become a great emthat she was excluded from a participation in portion of Trade in the future, with the complition of the esuron Hankow Relieve now ir comes of construction. The opening of Japanese lines to Sou b C insports, in Japanese n inten, would prove of great benefit to the development of Jap mese trade

CHANNEL SWIMMERS FAIL.

FOUR FINE, BUT UNS COESSFUL, ATTEMPTS. Just price to Burgess' successful effort for aftempts w ram de to swim seros the Chann l. nd sil failed. Stearne, the Ma chierer swimmer, who started out first we extremely unnot inland, and because she is at home in the properly supported and properly fought. Article of the French cost; Meyer, the Darch swim mer, also failed and those old a d tried swimniers, Montagu Holbein as d Jates Weiffe, could only add to heir list of gallant efforts to con-

> Steames arted from Dover at ten minutes to three in the afternoon. For evenh wisheswam splendid y, and then met with lad luck First he was built strang on the right shoulder, as d then. som afterwards, he touck his leg against a piers of wieckage aid injured it to severaly that al hough, by meer degreed persoverance, be swa. on for between f ur and five miles, he finally lost the use of his leg and ha to give no When he i ft the water he was within few miles of Cape Blanc Nez. Steame means to

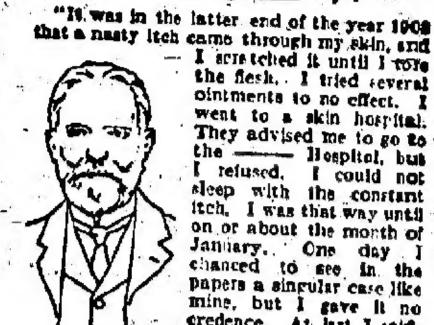
> Meyer. the Dutch swimmer, started from Dover at eight minutes to e in the morning, bis reggies had worked lose, the res water can od great trouble to bis eyes.

> A wall at strugge was made by Jabez swimming he was compelled to abandon the effort when only a mile off St. Margaret's lad been badly punished by teaty seas while swimming near the Goodwin Sands. He hader hard struggle to prevent himself from being carried over the sands

> Montagu Holbein entered the water at Cape Grisnes and made good progress, but with a heavy fog coming down he was compelled. w en within six miles of the English coust, to aban do bis effort. It would have been dangerous to continue the sw m. as the swimmer and his tug were in the line of the steamers. Holbein, who was for some distance accompanied in the water by a son of the late Car thin Webb. was grievonsly disappointed, as at the time he left the water he was feeling quite fit and had escaped the seasickness which has troubled him on previous

INTIMATIONS

Burning Skin Eczema. Body, Lags and Arms One Mass of Sores. Could not Sleep with -Constant - Itch. Tried Cuticura Remedies and in Less than One Week Skin was All Right.



the flesh. I tried several cintments to no effect. went to a skin hospital; They advised me to go to the ___ llespitel, but refused. I could not sleep with the constant itch. I was that way until on or about the month of January. One day ? chanced to see in the papers a singular case like mine, but I gave it no eredence. At last I said,

"I will try the Cuticura With the first wash and Culicura Ointment I used, I found el eir effects." I got one box of the Cint ment nore, and in less than one week the skin was all right, and left no traces after it. I have not had a return of the same since, and I shall slyave proise the Cuticura Remedies as being the means (Signed) John Tyriell, 94 Scotland Road, Liverprol, Frg., Apr. 0, 1910. In a later letter Mr. Tyrrell addr: "The first appearance of my skin cerema was a burning itch which I tore and left my body, leps and arms one mass of sore. It carred ricepless nights, but now I can thep as well as ever."

A single cake of Cutieura Soen and how of Denote: London, 27. Charterhouse &q.: Syd-nov. N. S. W., R. Towns & Co.: Celcrita. B. R. Paul: Cane Town, etc., Lennon, Ltd.: Q. B. A. Potter Drug & Chem. Corn. Sole Props., Boston, Post-free, Culicura Book on skin and scale disease and their trestment

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DRESSING CASES with

SILVER FITTINGS.

LEATHER HAND-BAGS.

and WALLETS KAZORS.

BACHELOR'S DILEMMA 6.242 OFFRES OF MARRIAGE.

Some months ago Colonel reen, son of Mrs. Helty Green, in talking to a New York inter--viewer_made the good-natured_remark; "When I find the right girl I'll marry her, if shall lave me." Un to the present moment (wrote the New Yo k correspondent of the London. Duily Tele roph on the 11th nit) be bas received 62'2 offers of marriage, 331 being from foreign of mes. There were 720 written from various parts of Gust Pritain,

A parently Colonel Green has handed over a large batch of the m to New York he waraners. for to-day columns of space are devoted to them. I quote a few specimens. A parlog maid, employed on the estate of an English barenet near Gie t Addi g on, N rthampto shire, arites:

I trust to see few I new will find you and your dear mother quite well. I wonder if von could live a poor girl like me as only wants to be loved and cared for. I have been brought up home y with my brothers and sisters, and hate ever been with soone men in my life. I think it would be much be ter if you could come and see me. I know you would have me Never mind about money; don't let us mention it; for you-have worked ver hard tor it, and I am very sure I would take great care of it. Good-bye, dear; God bless you and your dear mother I don't know now if MAN Lave & father.

The f llowing as dent missive from Paris is amusi ge because of the writer's cracer tien of Colonel Green as the here of a left field : Your life as Cole nel u pr have been heapti-

ful and thrilling. | He really carred his title by serving as chisinman of the Lepublicin State Committee in Texas], but when your forehead is bureaug is there anyhad to puts cooling hand on it? When your heart b ats ton fast after so hes of bettle, is there say. bods to s ow you purs affection, always the same tradm re and to love you at all hours. at every minute? Ah, sir; if you are in need of that fait ful and lovable compani n. marry me. My mother will do everything I went, No objection from this side. I an young, and it is said that I am not ugly

A missive from Greevenor street, London, says: I am a widow of 35, tall, of precossessing appearance, and imposing enough to be n ckn med "The Duchess," I have not yet met the men whom I could love for himself. Glancing into the keen, vet kindly, eyes of your picture, published in England, they confirm your solf-reliant, noble, and manly character. I am of a gentle and loving nature and could be absolutely loyal to the heart's core. There are hundreds of letters which neither the colonel nor his secretary has yet opened.

ontinued until countermanded. -Orders for extra copies of DAILY PRESSshould be sent in before It a.m. on day of publication. After that hour the supply is P.O. Box, 33. Telephone No. 12. Telegraphic Address : PIESS Codes: A.BC .

NEW ADVERTISEMENTS

5th Ed-Lieber's.

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS, No. 58.

WRECK OF THE S.S. "ILSE,"

TOTICE IS HEREBY GIVEN that the Wreck of the German Steamer " ILSE " lies about 13 miles from Breaker Points Light-house in about 8 fathoms of water. Bearing from Lighthouse N 42 dog. E. Masts showing above high water 20 feet.

A. HOLZ, Marbour Master, Approved: EDWARD GILCHRIST, Commissioner of Customs.

Custom House. Swatow, 12th October, 1911.

THE OXYGEN & DRUM CO., LTD., OF LONDON.

Managing Agents at Shanghai, The Asiatic Petroleum Co., Ltd. Bales Agents at Shanghai, Samuel & Co., Ltd.

THE above Company beg to notify SHIP. PERS. ENGINEERING WORKS. DOCK COMPANIES, and others, connected with the working of Iron and Steel, that their Factory at Nan-ma-ten (Shanghai) is nearing completion and that they will be prepared to

COMPRESSED OXYGEN AND ACETYLENE IN CYLINDERS. COMPLETE AUTOGENOUS WELDING

WELDED DRUMS IN ALL SIZES. They would also draw the attention of HOSPITALS and the MEDICAL FACULTY to the fact that they will be prepared to supply PURE OXYGEN in Cylinders in any quantity.

Further particulars may be obtained from the undersigned, at HONGKONG

FOR THE ASIATIC PETROLEUM CO., LTD., N. L. WATSON. Hongkong, 17th October, 1911. SOENGEI BAMPAH RUBBER COMPANY, LTD.

OTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of this Company will be held at No St. DES VEUX ROAD, Hongkong, on "HURSDAY, the 2nd November, 1911, at 4.30 P.M., for the following purposes, viz.; -1. To receive and consider the Balance Sheet;

2. The Report of Directors. 3. To fix the Directors' Fees and retiring Auditors' Fee, to elect Auditors for the ensuing year, and to elect a Director

4. To transact any other business that may Notice is hereby given that the TRANSFER BOOKS of the Company will be CLOSED from the 19th October to the 2nd November,

1911, both days inclusive. By Order of the Directors, C. N. G. WALKER,

8a, Des Voux Road, Hongkong. Dated 16th October, 1911.

FROM NEW YORK.

THE H.A.L. Steamship

" VANDALIA.' Captain Meisner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. .

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject All broken, chafed, and damaged goods must

be left in the Godowns, where they will be examined on the 21st instruct 9.30 A.M. No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 16th October, 1911.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consigness of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being funded and stored at their risk into the hazardone and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY requesting it to be landed

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining andelivered after the 23rd inst will be subject

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 950 A.M. All Claims must reach us before the 27th rinst, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHEE LLOYD, MELCHERS & Co. General Agents. Hengkong, 16th October, 1911.

GEW ADVERTISEMENT

ATTENTION, PLEASE

A NEW SILK STORE, in a Prominent Locality in Old-Post-Office:-Everything New. Fresh and Attractive in Indian Chinese and Japanese Bilk Goods, Prices very moderate. A trial earnestly solicited. G. W. RAMCHAUD & Co., Old Post Office Buildings,-

Queen's Road Central. Hongkong, 17th October, 1911. • [1272]

INTEMATIONS

WANTED.

TURNISHED ROOM with Board in Kowloon, for 1st November. State to the state of the s Care of "Daily Press" Office.

ROYAL GEORGE HOTEL, HAIPHONG ROAD, KOWLOON, HONGKONG.

Hongkong, 3rd October, 1911.

THE above place is being thoroughly renovated and refurnished, and will be Opened on the 1st November, 1911, as a Family and Residential Hotel, under an entirely new and experienced European Management. Board and Lodging for single individual-

Do. per month \$65 to 95. per day . \$3 to 4 Board and Lodging for married couple per month \$100 to 145."

ner day 84.50-to 6. Rooms can be booked now, by applying at the above Hotel, or at H. RUTTONJEE & SON'S Hongkong Store, No. 33-40, Queen's Rd. Centl. Hongkong, 12th October, 1911, (1265)

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MATETAL and PORCELAIN WREATHS. LVI CROSSES, ANCHORS, HEARTS and ALASS CASES from \$5.00 up. MEMORIALS, new designs in stock.

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HONGKONG COTTON SPINNING WEAVING & DYEING CO., LTD.

NOTICE TO SHAREHOLDERS. THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Managers on THURSDAY, the 19th October, 1911, at 12.30 P.M., for the purpose of

receiving the Report of the Consulting Com-

mittee and Statement of Accounts to 31st July, The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 17th October, 1911, both days inclusive.

JARDINE, MATHEBON & Co., Lid.,

General Managers. Hongkong, 5th October, 1911.

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Hongkong, 12th August, 1911.

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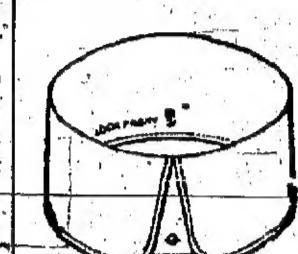
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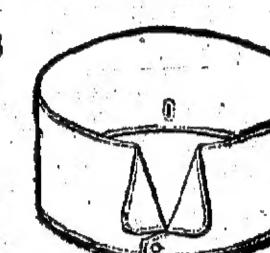


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Hongkong. 26th October, 1906

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few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcha ged Cut Stamps. Inspection Invited.



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Manager, No. 2, Pedder Street, Hongkong Hongkong, 10th August, 1911.

Y. SHIBUYA,

BANK8

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PEICE ONE DOLLAR.

THE CHINA OVERLAND TRADE EXPORT

of the World.

Oct.—Antwerp 27th Aug., General, Paper and Iron -Melchers & Co. Bonneo, German str., 1,344, F. Sembill, 12th Oct.—Sandakan 7th October, Timber-

Melchers & Co.-CATHERINE APCAR, British, str., 1,730, L. C. Townssend, 12th Oct.—Calcutta via Straits 24th Sept., General—David Sassoon & Co. CANADA MARU, Japanese str., 3,878, K. Hori, 5th October—Tacoma and Shangbai 2ad October, General-Osaka Shosen Kaisha.

DEVAWONGSE, German str., 1,057, E. Gathemann, 29th Sept.—Manila 25th Sept.—Butterfield & Swire. EMPIRE, British str., 4,895, St. John George

14th Oct.—Shanghai 11th Oct., General-Gibb, Livingston & Co. Fuhura Maru, Japanese str., 1,946, S. Kuma-waki, 4th Oct.—Moji 25th Sept., Coal— Mitsu Bishi Goshi Kwa'sha.

FURST BULOW, German str., 7,575, F. Yäger, 15th Oct.—Shanghai 12th Oct., General-Hamburg Amerika Linie.

HAIVANG, British str., 1,362, J. W. Evans, 15th Oct. Swatow 14th Oct., General -Douglas, Lapraik & Co. HALDIS, Norwegian str., 1,065, G. Salberg,

12th Oct .- Bangkok 2nd via Swatow 11th Oct., Rice and General-China-Siam S. N.

Jardine, Matheson & Co. HANOT: French str., 739, G. Bouhier, 15th Oct. -Haiphong and Hoihow 13th October. General-A. R. Marty.

5th Oct. Bangkok and Swatow 4th Oct. little. Bice and Meal-Butterfield & Swire. KIANG PING, Chinese str., 1,222, H. Udden

5th Oct.-Chinkiang 29th Oct., General-Kutsand, British str., 4,895, R. C. D. Bradley, 15th Octo-Meji 11th October, General-Jardine, Matheson & Co.

October-Shaughai. 4th Oct., General-C. M. S. N. Co. LABBERS, British str., 1,340, C. C. Page, 9th

We Fall Sing. Oct. Singapore 1st and Hollow 8th Oct. General-Sutterfield & Swire.

MARIE, Gorgan str., 1,169, H. Schlaiker, 7th Oct. Baigion 2nd Oct., Rice and General. Jebsen & Co.

MATHILDE Getman str., 831, Chr. Ulderup 11th October - Haiphong and Holhow Lith Oct., Coal and General-Jebsen & Co. PERSIA, British sir., 2,744, A., Lockett, 11th something about its course. October San Francisco 13th September,

General-Pacific Mail Steamship Co. ONGTONG, German str., 998, W. Botefuhr 5th Oct.-Bangkok 26th Sept., Rice and Teakwood - Butterfield & Swire. QUARTA, German str., 1,827, Danielsen, 15th

Oct.-Java 10th Oct., General-Bander, fear of the tribes behind them. Wieler & Co. " RAJABURI, German str., 1,189, C. Wolff, 11th

Bico Butterfield & Swire. RHESUS, British str., 4,294, J. Pulford, 14th October Shamphai 11th October, General

-Butterfield & Swire. Oct Bingapore 25th Sept. Kerosene cil-Asiatic Petroleum & Co.

Soshu Maru, Japanese str., 1:119, K. Suga- village stretches to east of the Dihong Sungarance, British etal 987. H. Mathias, 1st and sub-divisons are numero

Butterfield & Swines - Octo- Melbourne 12th Sept. General-Butterfield & wire.

Oct., General - Butterfield & Swire. ferent clans Tringpas, Dutch str., 2,578, Jurrisanse, 23rd be adopted.

Sept.—Batavia 13th Sept., Sugar-Java-China-Japan Lijn. TJILIWONG, Dutch str., 2,470, J. P. V. Damme Jafink, 11th Oct. Batavia 2nd Oct., Sugar

and General-Javis China-Japan Liju. THANQUEDER: Danish Str. 2,227, E. de E Licht: 14th October-Hankow, General - tremely difficult, and impleasant

Melchers & Co. VANDALIA, German str., 2,774, Meisner, 15th Oct.-New York 25th August, General-Hamburg-Amerika Linie.

Wunu, British str., 1.227, Howard, 24th Sept.—Kebac—Butterfield & Swire. ZAFIRO, American str., 1,610, M. C. Smith. 8th October-Manila Ath Oct., Hemp and

Sapauwood-Shewan, Tomes & Co. SATLING YESSEL ECLIPSE, British 4-masted barque, 2,996, Jame White, 12th May-New York 20th Jan.

Kerosene Oil-Standard Oil Co. STEAMERS PASSED THE CANAL.

September 15th-Alcinous, Benavon, Cyclope, Afghan Prince. 19th Coulon. Kennebee, as they liked with. Silesia, Vandalia, Arcadia, Freienfels, 22nd-Atsuta Maru, Jeseric, Namur, Nore, Yunnan. 26th-Benarty, Kawachi Maru, Sikh, Yorck, Neleus. 29th-Dumbea, Glenstrae, Silesia. October 3rd-Astyanax, Brisgavia, Carmar. thenshire, E. F. Ferdinand. Hitrohi Maru. Machaon, Palermo Indravelli. 7th-Achilles. Indrawadi, Palawan, Slavenia, Socotra. 10th-Ajax, Ambria, Benlowers, Benledi, Indrasamha, Lothian, Ningchev. Peking, Sithonia, Indradeo. 13th Buelow, Miyasaki Maru, Prinzess Alice,

ARRIVALS AT HOME. October 13th-Longsor, Polynesien, Titan.

Stentor, Tango Maru, Tourane!

The P. M. S.S. Co. str. China was dispatched from San Francisco on the 11th instant for a village called Romkong, near which a post Nagasaki and Shanghai, and is due to arrive at appear to be clearly implicated in the raid. Hongkong on the 7th prox.

The P. & O. S. N. Co.'s str. Namur left Singapore for this port on the 14th inst., at 6

Singapore for this port on the 15th inst., at 7 s.m., and is due here on the 20th inst., at about | cluded the Ber Abor villages lying outside the

The P. & O. S. N. Co.'s str. Palawan is expected to arrive at Colombo on the 20th inst., gorge asked for, and obtained, "poss." promis-

The American & Oriental Line str. Welsh | British subjects to enter their country to Prince left Keelung on the 16th inst. morning. trade. and is due here to-morrow at daylight.

when the vessel was 870 miles distant from posts were established along that iver Japan, advising all well and that the Commander expects to reach Yokohama on Wednesday, ance to force the crossing for Bor Abors of

he 8th instant, at 8 a.m. on the 14th inst., and sails thence on the 17th | and Dibong professed allegiance. The Damre inst., for San Francisco.

SOME NOTES ON THE PEOPLE AND THEIR CUSTOMS.

It may be safely stated that very few people have carried such a great reputation for fighting capacity, and really done to little for it as the Abors. For bluff, bullying, and down-right impudence there is no one to touch them along the Assam frontier, and the more their behaviour has been tolerated, the more their inscience has increased. They have bullied and oppressed unoffending and unarmed villagers, chiefly Miris and Mishmis, but have never attempted a raid on a large scale, and very few of them have been really punished, hence the present situa-

The name, "Abor," is derived from the Assamese word "Aboree," which means "unfriendly," and this describes their attitude towards anyone who has ever endeavoured to establish friendly relations with them.

Their country lies along both banks of the Dihone, beyond the gorge, where that river bursts through a well defined range of hills into the Assam Valley, though during the last century they have pushed out settlements to the south of and on both sides of the gorge, westward as far as the Subansiri, and eastward to the Dibong, gradually ousting the Miris and Mishmis, who had previously occupied, and to a certain extent still do inhabit, that country: THE TRAVELS OF KINTHUP.

How far up the Dihong their tribes extend, them and Eastern Tibet, is uncertain, HANGBANG, British str., 1,356, S. Wilde, 14th travels of the explorer Kinthup in the early Oct.—Shanghai 14th October, General— eighties do not do much to elucidate this point, although he stated he came down the Dihong to a point within sight of the plains of Assam. On the north-west of their territory lies the Lo-Kaptra country, and to the north-east is Poba, KEONGWAI, German str., 1,777. F. Nicolaisen, a province of Tibet, about which we know very

> The whole country near our frontier is very hilly and rugged, covered with dense jungle, and much broken up with streams which during the rains become torrents, and confine the Abors to the ridges on which their villages are usually

The country is not very fertile, and requires KWANGLEE, Chinese str. 1,648, Prat. 11th an extraordinary amount of labour to cultivate it, in some instances the fields are eight of ten miles distant from the village they belong to, so it is not surprising that as the Abors increased Oct. Saigon 5th Oct. Bice and General in numbers they should have sought Colonies elsewhere, and, meeting with no opposition Machen, German str., 996, R. G. Zöllner, 9th | worthy of the name, should have continued to

The country seems almost devoid of ell mineral resources, too, for the metal from which, a their arms and utensile tre made is either im ported from British territory oralibet.

The first time we came in contact with them was in 1826, when Lieutenant Wilcox propeed ed up the Dihong, in the hopes of finding out

He succeeded in getting up some fifteen or twenty miles above Pasighat, but had to return, more on account of the inhospitable mature of the country than from any hostility shown him by the natives, though they pertainly rendered him no assistance, and gave as their reason their THE THREE ABOR CLAMS.

We are accustomed to divide the Abor claus Oct. Bangkok vis Swatow 10th October, roughly into three, the Pasi, or Pani Mayong Abors, residing on the right bank of the Dihong. the Paugis, who live between the Dihong and the Yamini (the latter a large river said to flow almost parallel to the Dihong, which enters it Slam, British att., 992. Robt. A. Binns, 2nd on the left bank, someten on twelve miles beyond Pasi Chat), and the Bor Abors, who inhabit the left bank of the Yamini, and whose wa, 15th Oct. Anging, Amoy via Swatow porge, as far "as" the Dibong, though 14th Oct., General Osaka Shosen Kalaka. amongsto themselves in their in owns divisions. Od .- Halphong 26th Bept., General- to the fact that each village is a solf contained little democracy in itself, which makes, its own TAIRDAM, British atr., 1,459, L. Dawson, 14th | laws, and has very distlectordo, with the others. There is, therefore, very little cohesion, or cooperation amongst them, except in questions Than British str., 1,346, A. W. Outerbridge, which affect the tribe men as a whole, when 14th Alet, -Iloilo, Ceba and Manils 11th they are said to call a conneil from all the different clans to decide what course of setion shall

The climate in the cold weather between November 1st and March 1st, is on the whole good, though there are always heavy fogs at night; before and after these dates the liability of the rivers to flood, and the immense quantities of leeches and mosquitoes make movement ex-

The principal diseases common to the people themselves are small-pox and goitre, and, of course, fever, as an antidote to which they grow a deal of opium for home consumption, so plant

THE CHIEF, BONE OF CONTENTION, The principal bone of contantion between the Abors and the British Government has been their treatment of the Miris who they seem are their versals, and whom they are at liberty to exact tribute from whether residing to Abou territory or elsewhere.

In 1847, an attempt was made to settle the Miris again in their own country from which they had been evicted and establish trading posts among them, in the hope of entering into closer relations with the Abors, who would have none of it, saving the Miris were theirs to do.

The following year, the Government tried the panific means of paying a certain amount of lackmail to the Abore, on the understanding that they ceased to ill-treat the Miris.

They agreed to do all that was required of them, took the blackmail or " posa," but during the next twelve or fourteen years raided the Miris far more than they had ever done before, while, strange to say, the "poss" seems to have been continued notwithstanding.

In 1858, the Kebong community of Pasi Abore raided an Assamese village within sight of Dibrigarh, and a punitive expedition was sent against them. This entirely failed in its object owing to mismanagement, so a larger LATEST STEAMER MOVEMENTS. expedition was despatched the following cold weather, which also did not succeed in reaching Kebong, though they burns Hongkong, via Honolulu, Yokohama, Kobe, has been established this year, which did not

In 1862, the villagers of Forkong, evidently annoved at the destruction of their village, raided an Assamese village, and actually crossed s.m., and is due here on the 19th inst., at about the Brahmsputra below Dibrugarh, a force was cent against them, but instead of punishing The P. & O. S. N. Co.'s str. Ceylon left | them came to terms with the raiders and retired after making a treaty with them, which also in gorge between the Dihong and Dibong.

After this, other villages lying inside the ing not to mid in our territory, and to allow

T' is treaty was observed fairly well for The C.P.R. Yokohama office is in receipt of several years except as regards allowing our wireless message from the R.M.S. Empress of people into their country, till 1880, when the India, sent at 10 p.m., Sunday, 15th October, Above threatened to cross the Dibong, so prevent their doing so. They called for assist-Damro who lived some distance up the Yamini The str. Nappon Maru arrived at Yokehama and to whom the village between the Dihong

THE ABORS.

ENTIRELY NEW STOCK OF CARPETS

SEAMLESS SQUARES

HEARTHRUGS MATCH.

PHONE 316.

people sent to enquire from the Officer Com- This is a story which has been resuscitated each. and whether there are any other people between manding the line of posts if there was any time there is trouble with the Abors, and it intention of invading their country, and on would be interesting to know how it first receiving a reply in the negative, they declined arose. These stockades are sometimes a mile to give the help asked for.

RECENT OUTRAGES. Up to this, the Bor Abor villages had behaved very fairly well, but subsequently they too began to interfere with Miris and adopt a contumacious line of conduct towards the British, which culminsted; in 1893, in the murder of some military police sepoys, on duty in Fritish territory. So, early in 1894 a column was sent against the Abors concerned in this outrage and punished them most effectually. However. during the fighting, it was discovered that trips over this, a volley of arrows comes down villagers from Damro and elsewhere were also the path; so when it is remembered that the taking parta ainst us, so it was decided to punish Abor is as akilful at hiding himself: as a wild them siso, and the force proceeded unopposed animal, that his arrow makes no noise or sound to up the Yamini. The rations for the column show whence it comes, and that he can attack guard, which was treacherously overwhelm. so, it may be realized that the precision of ed by a large party of Abors, who had professed the arms of to-day do not give our troops their friendiness, and had been sent by the the advantage that might be expected. political officer to bring up supplies. The force was now without food so had to return, but on its way back, finding the country had risen behind it, punished every village that opposed it. Birce then the Bor Abors have given no trouble, though their "posa" was discontinued, and have entirely dissociated themselves from the

murderers of Mr. Williamson's party. The people who are responsible for this are Pesi and Pangi Abore, as has already been stated in the papers.

The outrage was a distinct act of treschery and so far no reason has been adduced for i for Mr. Williamson had entered their country at the invitation of several chiefs, given a year or more ago. The object of the present expedition there

fere is to punish the offenders. CURTOMS OF THE TRIBE. In appearance, the Abors are of a distinctly Mongolian type, their physique is good, that o the women on the whole being finer than the men's. The women tattoo themselves below the knee, and crop their hair all cound. They usually wear a dark coloured petticoat reaching to the knee, with a cloth of similar material round their shoulders. Until they have a child they wear a sort of loose belt of large copper discs next the skin, called a "boyop." This is peculiar to the Abor women amongst all the

orth-East frontier tribes. Both sexes are very fond of necklaces made of turquoise coloured beads, some of which they consider worth as much as 200 or 300 rupees. The beads are of very hard glasslike imaterial, and are said to come from Paset and Silver ornaments are very uncommon, gold unknown. In winter, both men and women wear a sleeveless cost of thick cotton fronk ... All are addicted to tobacco, which they smoke in a short bamboo pipe.

The distinctive dress of a man is a stout cane helmet, often ornamented with bear skin, and boar's tusks, a dhoti of the bark of "nddul" tree, and a coloured coat of Tibetan cloth. THE TRIBAL ARMAMENT.

His arms are a long Tibetan sword, a smaller chopping knife, a spear, bow, and quiver full of arrows tipped with steel, and poisoned with aconite. He also carries an oblong bamboo shield, which is proof against an arrow, or sword cut

They keen large quantities of pigs, which act as the village scavengers, and also a gree number of "mithun" (gayal), whose fiesh they est on State occasions, but they will not touch the milk. The women for some reason are not allowed to eat this beef. They eat all kinds of wild animals and birds, besides being very fond of fish, in the trapping of which they are most

The low-lying villages cultivate a great deal of rice; while those further inside the hills grow millet extensively. Near the villages themselves are large groves of plantains, and in them jack trees and a few cranges Tea is unknown as a beverage. A kind of fermented liquor is made from millet.

THE ABOR VILLAGUE. The villages are, as a rule, well piaced on a spur, and consist of 50 to 250 houses, built on "machans" or platforms. They are formed of large planks, with thatched roofs coming down to the caves. Each married man lives in his own house. In the middle of the village is a large building, called the "moshup," some imes as such as 200 feet long, is used as a council chamber, guest-house, and guard-room, where all the unmarried men elepp to protect the village at night. In it are kept all the trophies of the chase belonging to the community. The water supply is good, and often brought in from some distance by a bamboo squeduct. Round the village is a strong palisade to keep in the domestic cattle at night, and protect them from wild animals.

DEFENCE STOCKADES. The stockades for defence are generally some distance away, and really formidable obstacles, of a more or less permanent nature. These are made of the trunks of trees from one to three feet thick and ten to twelve feet long, planted one end in the ground and touching one another. There are generally three rows of these, each placed about four feet behind the other. The tree trunks of each row are lashed together, and to those behind them with cane, and then the space between is filled with large stones. A few loopholes made to fire on the path, and the whole of the front face of the stockade is covered with a forest of bamboo spikes and panils. which are thickly hammered into the ground for twenty or thirty yards in front of the ditch, when there is one, to delay the attackers under the close arrow fire of the defenders, who sit. behind the stockede and fire their arrows into the air, so that their enemy has to savence under a shower of poisoned shafts. There are no bamboos, plantain trees or troughe of water to cool the shells," used in their construction.

in length and must entail a prodigious amount of labour; they run through almost impenetrable jungle, and their flanks often rest on an inaccessible obstacle, such as a cliff or a pre-

In addition to their stockades they make excellent booby traps, pitfalls, and springbows. These last consist of seven or eight large bows fixed to the ground, and stretched, a sort of trigger is at ached to the strings, and a long creeper fastened to the trigger; so when anyone been deposited at Bardek under a small when he chooses and be invisible till he does

QUAINT ABOR ORTHOGRAPHY. Although none of these tribes have any written language they are able to convey pleasant little messages by means of various signs. For instance, if a Miri finds in his field a little backet containing a bit of sconite, a burnt stick; and a chilli, stuck up on a stick he reads it to mean. "I will shoot you with my polaoned arrows, burn your village, and make myself generally as disagreeable to you as this chilli, if stuck into your eye or some other part of your anatomy." Similarly when expecting attack, they will put a dis-membered pig on the path the enemy must come by, to show him that they will cut him to pleces if he gives them the chance.

The Abors acknowledge a supreme God, and believe in a future state, and it would be interest ing to know if there had ever in remote times been an attempt to Christianize them, for the cross is frequently found amongst their orusments, though it is more the shape of the Maltese cross than of the Christian symbol. They are very superstitious and worship certain sylvan deities in case of sickness.

Whether the northern tribes are under the influence of Tibet or China remains to be Feen, but the probability is they would resist any intrusion from China just as much as they have resisted any attempt at closer intimacy from their southern meighbours - The Englishman.

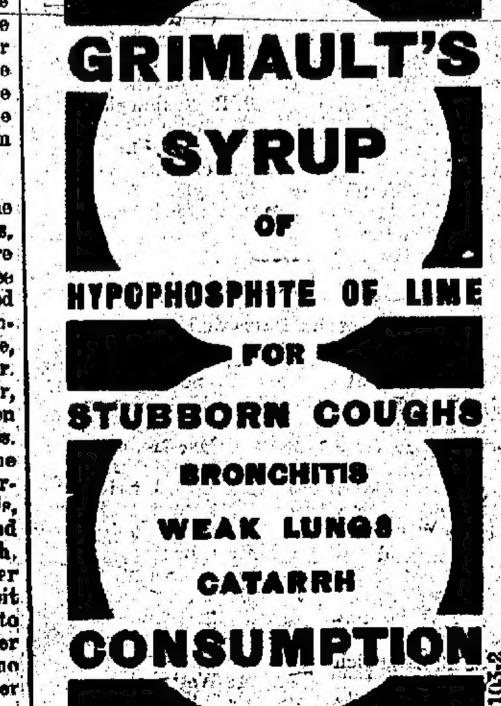
THE FRENCH WINE CROP.

The persistent spell of hot weather in France promises a wine harvest average in quantity but excellent in quality. In fact if some rain falls the quality in some districts may prove remarkable

In the Marne, the home of champagne, the gathering of the grapes is expected to begin on September 10th, from fifteen to twenty days in advance of the usual date, and the wine of 1911 is expected to surpass in delicacy even that of 1893, of famous memory. The Marne's southern neighbour, the Aube, which scorned having its output inhelled as champagne of the second sone. is favoured with fine grapes, but not a very abundant harvest.

In Rurgundy a small harvest will be compensated for by extra quality. In the Yonne department around Chablis about one-third of an average yield is expected; in the Saone at Loire; department, a half; around Lyon the reports are better and the Beaujol is district is satisfied, although the young vines are suffering from the drought. The Midi hopes to gather its grapes at the end of this month. The coohylis has done much harm, but certain parts of the Gard and Hersult departments promise magnificent harvests. The Fordeaux district has also suffered greatly from the cochylis, but Bergerac reckons on a yield thrice as great as last year. Both Charente departments and the districts round Tours and Saumur report favourably of the appearance

of their vineyards. As a result of these satisfactory reports from the wine-growing districts wholesale prices have undergone a decided fall, although after the recent poor years very little old wine remains in stock .- New York Sun.



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-Rongkong, 2nd August, 1911

NOTICES TO CONSIGNEES

AMERICAN ASIATIC S.S. Co. NOTICE TO CONSIGNEES

FROM NEW YORK. HE Steamship

"INDRAMAYO." Captain Thos. R. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 10 A.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized No Claims will be admitted after the Goods have left the Godowne, and all Goods remaining undelivered after the 16th inst. will be subject

to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by .. SHEWAN, TOMES & Co., General Agents.

Hongkong, 9th October, 1911. "MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES. The Steamship "GHAZEE."

FEOM GLASGOW AND STRAITS.

MONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained: No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent. All Claims against the Steamer must be tpresented to the Undersigned on or before the 9th prom, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 2.30 P.M. No Fire Insurance has been effected Bills of Lading will be countersigned by

DODWELL & Co., Lan Hongkong, 9th October, 1911.

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T50 | Tla. 991, sales

T25 Tls. 11, sellers

£20 | Tls. 383, buyers

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\$25, sellers

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\$100 \$110, buyers

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A TABLE OF THE RATES OF EXCHANGE AT HONGRONG

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FROM 1893 TO 1909;

LATES FOR SOVEREIGNS, GOLT Mr. H. Hoffman LEAF, BAR SILVER (From 1900). and other Useful Information. PRICE: \$1 Cash. On Sale at the "DAILY PRESS" Office of

PORTUGUESE REPUBLIC.

NEW GOVERNMENT'S DIFFICULTIES. The Lisbon correspondent of a London paper writing last month said:— The Prime Minister, Senhor Jaon Chagas, in

The Prime Minister, Senhor Jaon Chagas, in a declaration of the policy of the new Government which he read before the Congresso on Monday, said that the new Government's principal object was to continue the work begun by the Provisional Government, Later, in the same declaration, occurred the confession that the principal preoccupation of the Government would be to "reconcile the work initiated by the Provisional Government with the state of the Treasury." The new Minister of Finance. Senhor Duarte Leite, has, indeed Finance, Senhor Duarte Leite, has, indeed, a most difficult task before him, and the difficulty is fully realised by those members of the Provisional Ministry who do not support the present Govern. ment and who are well qualified to realise the strain which recent measures have placed upon the Treasury. While the Ministry formed by Senhor Chagas has been on the whole well received, the attitude of the Provisional Minister of Justice, Senhor Affonso Costa, leader of the "Democrats," is one of veiled hostility. No considerations of financial difficulties were allowed to restrain the Provisional Government's lavish issue of decrees many of which ment's lavish issue of decrees; many of which necessarily involved a large expenditure; but now one of its members. Senhor Costa, declares that if the Monarchical deficit of 5,000 contos has been met, on the other hand a Republican deficit has been created. Thus the recer extravagance or necessarily high expenditure is ingeniously turned into a weapon with which to combat the new Government, For if it cannot, for lack of funds, carry out the policy of the Provisional Government it will be held to have been false to its acknowledged principles, and if it does carry out that policy in its full extent, it must soon be far upon the road to bankruptoy.

CHURCH AND STATE. The other great difficulty of the Government is, of course, the question of Church and State, The present Government, said Senhor Chages, in the Congresso on Monday, proclaims the supremacy of the Civil power and declares itself to be anti-Clerical. He maintained that to oppose this, the first Government of the Republic, was to support the conspirators, the Clericals and the discontented. If, however, the new Government proves itself to be as anti-Clerical as the Provisional Government, the number of conspirators and discontented will not be diminished; whereas, should it adopt an sititude less strenuously anti-Clerical, it will provide its enemies within the Republican Party with an easy outery against it. Both Senhur Bernardino Machado (ex-Minister for Foreign . Affairs and unsuccessful candidate for the Presidency of the Republic) in the Senate and Senhor Affonso Costa in the Congresso laid stress upon the fact that several members of the new Ministry belonged to neither House of Parliament, and declared that the Government was therefore unconstitutional, and that the comination of these Ministers was a dictatorial ot, due to the impossibility of forming a Ministry out of the Parliamentary bloc, while t the same time excluding the Provisional numbers whose followers form part of that bloc. But, in spite of a certain amount of open or overt opposition, the Government has met with apport from many influential speakers in both Iouses. The Prime Minister spoke of the many ifficulties of his position, and no one doubts hat they are great; but even Senhor Costa solared that should the shadow of an obstacle ppear in the path of the Republic's progress, is party will to a man support the present

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i.h.p., Comdr. A. Lowndes, Yangtsse. Astrees, 2nd class orniser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. en route to Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Master S. West, Hongkong. Bramble, gunbost 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Shanghai. Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Yangtase. Cadmus, British sloop, 1,070 tons, i.h.p. 1,400

f.d., Comdr. H. Lynes, Shanghai. Chernb, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkeng. Olio, British aloop, 1,070 tons, l.h.p. 1,400 Comdr. H. R. Veale, en route to Shanghai. Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe,

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon. Guy Stop- Hills, gunboat, 1,000 tons, 10 guns, ford, Hongkong. Janus, torpede-best destroyer, 320 tons, 6 guns, Jaguar, gunbost, 200 tons, 10 guns, 1,300 h.p.

3,900 h.p., Lt. Comdr. M. B. R. Blackwood, armoured orniser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Kinsha, river gunboat, 616 tons, i.b.p. 1,200,

Lieut.-Comdr. T. J. S. Lyne, Shanghai. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 Take, destroyer, 280 tons, 4 guns, and 2 torpodo i.h.p. Commr. B. O. M. Davy, Labuan. Minotaur, armoured eruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B. Capt. G. C. Cayley, on rout to Hongkong. Conmouth, armoured cruiser, 9,800 tons, Lh.p. | Teingtes, gunboat, 170 tons, 5 guns, 1,500 h.p. 22,000, Captain L. E. Power, M.V.O.,

Moorhen, river gunboet, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr G. P. Leith, Patris, gunboat, 700 tone, Captain J. Affrezo Newcastle, 2nd class cruiser, 4,800 tons, turbine Captain George P. H. Hunt, D.S.O. Tokohama. Nightingule, river gunboat, 35 tons, 240 h.p.

It. Comdr. Claude Hillernden-Woodward, R.N. Yangtana. Otter, torpede-boat destroyer, 365 tons, 6 guns, 6,300 Lh.p., Condr. Lambs, striking. Bobin, river gunboat, 85 tone, 2 guns, 240 h.p., Lt. Comdr. Comeo A. O. Douglas, West

i.h.p. 1,400, Lt.-Commr. N. E. Archdele, Sandpiper, river gunboat, 85 tons, 2 guns, 240 Rainbow, Naval transport, 6,000 tons. Hongkong.

Lieut.-Comdr. E. J. J. Bouthby, Samar, gunboat, 400 tons. Snipe, river gambost, 65 tons, 2 guns 240 h.p., Paregue, gunbost, 300 tons. Lt. Comdr. Maurice B. Leelie, Yangtme.

Taku, torpedo bost destroyer, 305 tons, i.h.p. Quiros, gunbost, 400 tons.
6,000, Gunner E. J. Trillo, R.N., Hong. Tamar, receiving ship, 4,660 tone, 6 guns | Mohloan, Tender eruiser, 1,900 tone. Commodore Eyres, Hongkong. Teel, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut. Comdr. R. J. Buchanan, Yangtese. Barry. Thistle, gunboat, 710 tons, 900 h.p., Lieut. Channey, Comdr. M. B. Baillie-Hamilton, Shanghai. Decatur,

Virago, torpedo-boet destroyer, 395 tons, 6 guns 6.300 i.h.p., Lieut.-Comdr. Herold D. Adair-Hall, orniging. Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. R. L. Hencock, Singspere. Whiting, torpedo-boat destroyer, 360 tone, 5 Monitor, Monterey, 4,100 tone. guns, 5,900 h.p., Lieut.-Comdr. G. B.

Hartford, orning. Widgeon, gunbout 195 tons, 2 guns, 800 h.p. Nanshan, Pompey. Comdr. M. H. Wilding, Yangtee. Woodcook, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. B. R. Brooke, Yangtese. Woodlark, gunbout, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. F. A. Mulock, Yangtese. Submarines :-

No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. A. L. Fenner, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt. Commr. AUSTRIAM,

Kaiserin Elizabeth, Austrian protected eruiser 4,000. Progattenkapitan Oskar Hanse Northern Waters gattenkapitan, Theodor Skerl Edl. Schmidtheim PREMCH.

1,700 h.p., Lieut. Bertrand, Salgon 5,100 h.p., Commander Fournier, H kong Alouette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Saigron Argus, river ganboat, 180 tons, 6 guns, 570 h.p., Emblem in Gold. Lieut, Audouard, Baionnette, gunboat.

Caronalde,gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p. Lieut, de Linarès, Shanghai Dupleis, armoured orniser, 7,578 tons, 26 guns Desaiz, armoured cruiser, 7,57 8 tons, 26 grans 17,000 h.p. D'Therville gunboat

Cimeterre, gunbost, 140 tons, Reserve, Saigon

Estoc, gunboat, 141 tons, Reserve, Halphong Esturgeon, sub-marine, 70 tons, 60 h.p., Liant Combet, Saigon Fronds, destroyer, 300 tons, 7 guns, 6,300 h.p. Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Heiphong Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marza,

Montcalm, armoured orniser, (flagship) 9.367 tone 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-

Manche, surveying-abip, 1,625 tons, 10 gons, 900 h.p., Commander Ragot de la Touche, Mouquet, destroyer, 300 tons, 7 guns, 6,800

h.p., Commander de la Roche Kerandraon, Alacrity, despatch-boat, 700 tons, 4 guns, 2,000
Lieut. de Maindreville, Upper Yangtse
Lh.p., Comdr. A. Lownder, Yangtsee.

Olry, river gunboat, 170 tons, 6 guns, 500 h.p.

Lieut. de Maindreville, Upper Yangtse

Peiho, river gunboat, 180 tons, 4 guns, 280 h.p. Lieut, Puech, Tongko Perie, sub-marine, 70 tons, 60 h.p., Lieut, Mon-

nier, Baigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., with facts concisely set out, and containing Commander Mortenel, Hongay. Protée, sub-marine, 70 tons, 60 h.p.; Lieut Morris Saigon Redoutable, battleship (reserve), 9,330 87 guns, 6,200 h.p., Capt, Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns

Takou, dastroyer, 280 tons, 6 guns 6,500 h.p., In Recerve, Saigon Vanhan, torpedo-depot, Commandur Mortenel, Vétéran, torpedo-depot, Vigilante, river gunboat, 180 tons, 8 guns, 7 h.p.

1,600 h.p., Lieut. Seriot, Salgon.

Arcons, cruiser, 2,719 tons, Captain von Hipper

Captain Graf von Possdowsky-Wehner Leipzig, craiser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1,844 h.; Scharnhorst, armoured cruiser (flagship)e 11,420 tons, 52 gune, 26,000 h.p., Kapitan Zar See Manus

tubes, 6,000 h.p., Kommendent Kolbe (Hans) Bertram "Corpedo boat " Sgo," Kapitan Leut, Heyden C.V.O., C.M.G.,) 14,600, tone, i.h.p. 27,000, Tiger, genboot, 900 tone, 10 gens, 1,800 h.p., Captain v. Kom Vaterland, gunbout, - tons, 8 guns, 500 h.p.

> UNITED STATES. Rear-Admiral Joseph B. Murdock, U.S.N.,

Commanding. First Division. Saratoga, first class craiser, armoured, 8,150 tone, Legshin. New Orleans, eruiser, 2,420 tons.

Albany, cruiser, 8,430 tons, Becond Division. Rosario, depot ship for Submarines, 980 tons, Wilmington, gunbest, 1,397 tons, Elenzo, gunboat, 560 tons. Calleo, gunboat, 200 tons. Mindoro, gunboat, 300 tons.

> Torpedo Division. Beinbridge, torpedo boat destroyer, 420 tons

> Submarine Division.

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Chinese.

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CARL DIEDERICHSEN, German str., 774, C. Jurgensen, 15th O toher—Haiphong and Hollow 14th Oct., Gen r 1—Jebsen & Co. Chanas, British str., 1,350. W. Lloyd Jones, 16th Oct.—Shanghai 12th Oct., General—

Butterfield & Swire.
CH NA, Austrian str., 2.863, Pavissich, 15th
October-Trieste 27 h August, GeneralAustrian Lloyds S. N. Co.
CHIPSHING, British str., 1,199, F. Mooney,
16th Oct.—Tieutsin 10th Oct., General-

EWEILIN, British str., 1,228, Pukett, 16th Oot, Chefoo 10th-Oot., General—Buttorfield & Sw.re: NEL-vs., British str., 4.260. R. bt., Day, 16th

October Singapore 11th Oct., General—Butterfield & Swire.

PRINZ WALDEMAR, Germen etc., 1,737, Fr.

Jacke, 16th October - Sydney 23rd Sept.,

General—Melchera & Co.

Somall, British transport, 4,192, A. G. Cubitt.

Somali, British transport, 4,192, A. G. Cubitt,
16th October—South impton 9th Sept.,
Troops P. & O. S N. Co.

CLEARANCES.

Canada Maru, Japunese str., for Shanghai, Catherine Apour, British str., for Shanghai, Catherine Apour, British str., for Smagapore. Empire, British str., for Australia, Haiying, British str., for Swalow. Haldis. Norwegian str., for Swalow. Haldis. Norwegian str., for Swalow. Hinterion, British str., for Shanghai. Kweilin, British str., for Canton, Prinz Waldemar, German str., for Kobe. Bijaburi, German str., for Swalow. Titiwong. Date 1 str., for Amoy. Tr. nguebur Danish str., for Shanghai. Vandalia, German str., for Shanghai.

OFFARTII ES

16th October.

CHOISING, German str., for Swatow.

UNKAI MARU, Japanese str., for Chingwantao.

The British str. Nelsus reports: Strong N.N.E. wind showery cloudy, clear.
The British str. Cheman reports: Strong N.E. monecon, picked up str. Nanpo with broken tail shaft 50 miles from Hongkong, towed her into port.

PASSENGERS.

Per Chenan, from Shanghai, Mr Power and Dr. Lee

Per Neleus, from Singapore, Mr and Mrs. Aithen and child, Mr and Mrs. Pavne,
Per Chipsh ng, from Tientsin, M. and Mrs. Place and child, Mr Bond, Mr Ellis and Capt.,
Johnstone

Per Nomali, from Southampton, for Hongkong, Lieut, and Mrs C. E. Lambk'n, Li ut, and dra B. Dryer and 2 children, Sister Blaw and Staff Nor-e Smith.

Per Prins Waldemar, for Hongkong, from Bydney, Mr F. W. S rung and Miss K. Kellie; from Rabiul, Mr Midaglis; from Friederich Wilhelmshafen, Mr Kessner; from Yup, Misses Lity and Daisy O'Keefe; from Manila, Mr E. Y. Forrer, Mrs C. H. Lee Mr G. F. Russel and family, Mr Ramos and family, Mr T. H. Tuie, Mr P. Vorster, Mr C. H. Keiling, Mr Leon Mooset, Mr John Lindley, Mr Jonstoro and Mr-B. Mayer.

Per P. & O. str. Namur, due to arrive here on the 19th inst., at 6 a.m., from London Sept. 9.—For Hongkong, Miss Sadler, Mr and Mrs Brett, Mr and Mrs Cook and children, Miss L.—M Jacobs, r and Mrs A. Ramsny and child, Mr and Mrs J. Young, Lieut, C. C. Maithind-Adlison, Miss Parkinton and Mr funes-Baillie; for B. angha, Miss Atkinson, Miss Holt, Miss Such, Mrs Forsyt, Miss Watson, Mrs and Master Richardson, Miss Witthe, Maskrs Parker, Frown, Ballintyne, Fraser, Parry, Price, Bowman, Ute o a and Bunting, Miss S.ye, Mrs MacArthur, Mrs McDowall and Miss Power; or Kobe, Rev. Mrs and Miss Woodwiss Lloyd, Mrs Baker and als ldren Misses Mancoe, and Young; for Yokonsma, Miss Harley

VESSELS EXPROPED.

THE AMERICAN MAIL

The P. M. S.S. Co. str Kores arrived at Manila on the 15th inst., and leaves there on the 20th nat, and is due to arrive at Hon. kong on the 22nd inst., at daylight.

The T.K.K. str. hingo Maru with U.S. mails arrived at Yokohama on the 14th instant, sails thence on the 16th instant for Hongkone, and is expected to arrive here on or about the 24th instant.

The P. M. S.S. Co. str. Niberia was dispatched from San Francisco on the 4th instant for Hongkong, via Honglulu, Yukohama. Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the Mat inst.

The E. & A str. St. Albana left Port Darwin on the 9th inst. for Mauila and this port.

THE CANADIAN MAIL.

The C.P.R. Co. s str. Empress of India left

Vancouver, B.C., on the 4th instant p.m., for.
Hongkong (via usual ports of call).

THE GREMAN MAIL.

The I.G.M. str. Yorck, c raying the German Mails with dates from Berlin of the 20th ult, left Singapora on the 14th inst., at midnight, and may be expected here on or about the 19th inst., at 6 a.m.

The Indo-Chine str. Fooksang from Calcutta and the Straits left Singapore for Hougkong on the 10th instant, at 1 p.m., and is due here to-day a m.

for the Straits and Hongkong on the 5th inst. and is due here on or about the 21st inst;

MHECHANT STRAMBES.

The I.G.M. str. Derflinger left Shanghai on

The Lude China str. Kumsang left Calcutt.

the 14th inst., at 3 p m., and may be expected here to-day at daylight.

The Russian sir. Sibir left Moji on the 13 h inst. for this port, and is due to arrive here to-

The Hamburg-Amerika Linie str. Freienfels
left Singapore on the 13th inst., p.m., and may
be expected here on or about 19th inst., a.m.
The str. Glenstrae passed the Suez Canal on
the 29th ultimo, and is due here on or about the

The T.K.K. str. Hongkong Maru sailed from Manzanillo on the 9 h instant for Hongkong, and is expected to arrive at this port on or about the 27th prox.

and is expected to arrive at this port on or about the 27th prox.

The Mogul Line str. Lothian left the United Kingdom on the 24th ult. for Hongkong via

the Straits
The Olof Wijk & Co. str. Peking left Port
Haid on the 8th inst., and is expected here on or
about the 7th prox.

VESSELS ADVERTISED AS LOADING.

To accertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring necrest Kowloon are unrised "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m." and those vessels barthed at the Kowloon Wharf "k,w." together with the number denoting the section.

SECTIONS

1. From Gran Island to the Sarbour Master's 2 From Harbour Master's to Blake Pier 3. From Blake Pier to Vaval Vard 1 From Vaval Vard to Bar Point

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1		Description	Duit ata		W D H-1	2 4 2 2 4 2		
	LONDON, &C. VIA-USUAL PORTS-OF CALL	DEVANHA	Brit. str.	T Minima Control	W. R. Hickey	-P. & O. 3. N. Co	On 23th inet, if Nove.	
i l	ONDON A ANTWERP VIA SINGAPORE, &c		Brit. str.	_	L AND TRY THE AT ILE BONDER	P. VO. S. N. 30.	About to Nov.	
۱,	LONDON & ANTWERP	FLINTSHIRE	Brit. str	_ 750	G. C. Cundy, B.N.B.	LABOUNE, MATHEMANN & Co., Lo.	Charles Nr.	.,
H	ROTTE! DAM. HAMHURG & ANTWERP. &c	FUEST BULOW	ider, atr	k.w.	J ger	HAMBURG-AMERIKA LINIK	Tadav.	
ı	ROTTERDAM, HAMBURG & ANTWERP, &c	BELGRAVIA	Hor. str.	भ म	v Döhren	замично Тимули Тиму	On 24th inst.	•
t,	ROTTERDAM & HAVBURG VIA STRAITS. &D	SACREEN	Ger, str	k or	Wagner	A STRUCK AS LOWERING TOPING	On Little Niv.	1
,	ROTTERDAY & HAMBURG VIA STRATE, &c.	ARCADIA	Gor. str.	4 15	Laurina	A COLUMN TO THE		1
	HAVRE, HREMEN & HAVBURG, &c.	Senegambia	Gur, str.	le we	Eckhorn	AMBURO AMERIKA LIVIT	On to h Yor.	+
	TATELLE A CLASSICIO COLO COLO COLO COLO COLO COLO COLO	Dawns	Ger, str.	le ser	Brohmer	HAMMERA AMMEINA LIVE	3) 22 h imit.	1
٠.	HAVRE & HAMBURG VIA STRAITS, &c	DATEEN	Or -	4.4		ANDBEG AMBRICA LINES	In 8th Nov.	
	MARBEILLES, LONDON & ANTWERP VIA SINGAPORE. &C	MISSIMA MARU	Jap. str	-	A. E. Moses -	VIPPON YUREN KAIRHA	On 25th inst., at D'light	1
1	MARRII LES, LONDON & A NTWEEP VIA SINGAPORE,&C.	KAGA MARU	Jap. str.	1 i	M. Hagino	IPPON YUSEV KAISHA	On 8th Nov. at D'light.	4
'	VICTORIA. BC. & SEATTLE VIA SHANGHAL &C.	AWA MARU	Jap. str.		Irizawa	VIPPOR YURKY KAISHA	On 7th Nov., at Noon,	
.	NAPLES GENOA ALGERS, GIBRALTAR & SOUTHAMITON	Derfflinger	Ger, str.		F. Prosch	MELOHERS & Co	To-morrow, at Yoon,	
	P INSTE. VO. VIA HINGAPORE, Sc		Aus. str.	- '	Raicich	SANDER. WIELER & Co	On 25th nat at 2 P.M.	T.
	BOSTON & NEW YORK	WEISH PRINCE	Am. str.	-	Sheppard	ARNHOLD, KARRERA & Co	no19 inst.	1
	BOSTON & NEW YORK		Brit. str.	-		CODWELL & Co., LTD.		١,
	V CPIRIA, B.C., & TACOMA VIA SHANGHAL, &C	CANADA MARE	Jap. ser.			HARA SHORRN KAISHA	A orus 23 of cast	
	VANCOUVER, B.C., SEATTLE & POETLAND, &c	Targeria	Beit, ate.	<u> </u>	J. Mathin		Postav, at 1 A.M.	
	VINCOLVER VIA SHANGHAL JAPAN, &C	EMPRESS OF INDIA	Brit. str.	-tm_	8. Robinson	THE BANK LINE, LEWITED	In 25th inst	1
	CANADA TERRA CHARCETAT TADAR 60		***		W. Davison	SNADIAN PASIRIE R. Co.	On 4 h No . at 6 P.M.	-
	CANCOLVER VA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit, srr,	2 124		ANADIA S PAMPIC R. Co.	On 30th Dec., al Noon	4
	SAN FRANCISCO VIA SHANORAI & JAPAN, &c.	PERSTA	Brit, ste.	0 R _A	A. Lockett	Address Man. S.S. Co.	On 23th iast, at 1 P.M.	
	SAN FRANCISCO VIA PHANGHAI & JAPAN, &c			*	TT. 79 79 A	APPRIC MAIL SS CO	On 28th inst at 1 PM.	. 1
	AN FRANCISCO VIA KEELUNG SHAT & JAPAN, &c.		Jan. str. 1.		H S. Smith	" IVA C. STORE RESSIE	On 3rd Nov., at Noon:	1
	THE PRACIAT PORTS	EMPIRE	Brit, str.	1	to a transfer of the second	GIBE: LIVING TON & Co	Tielly.	1.
	AUSTRALIAN PORTS VIA MANILA		Brit, str	1 .m -	L. Dawson		On 19th inst., at 4 P.M.	25
	LUSTRALIAN PORTS VIA MANTLA		Jan. atr.	, i . i i	M. Winckley	Primite YIL R. KAINDA	In 3/th rost, or wrigh,	
	A "STIGATIAN PORTS VIA MANILA	PRINZ WALDEMAR .	Ger. str.	9 4 1	H. Bremer	INIA'HERS & Co.	On 4th Nov., at 10 A.M.	1
	KOBE & YOKOHAMA	HITACHI MARU	Jap. atr.	3 To	C. Yamawaki	VEPPON VIISEN KAIRHA	26 1	1
	VAGASARI. KOBE & YOKOHAMA	YAWATA MARU	Jan. str		T. Sekine	VIPPON YUSEN KAISHA	26 feet, year	
	P A 13 A 33	TJIRINI	Dut. str.		H. Koops	The state of the s	On 25th inst., at Noon.	
	MEXICAN, PERUVIAN & CHILBAN TIA JAPAN	HNOGKONG MARU	Jap. str.	_		A Consulation Laurence	A di tierre a me materin	
	THE PARTY AND THE PROPERTY OF		Brit. str.		Mitchie	GVO KISEV KARRA	" Ro 13th Dag at Newn	in.
	WEIHAIWEI, CHEFOO & TIENTSIN			177		INDINE MATHEBON & Co., LD	On 6 n inst. a. Noon.	
	WEIHA WEI & TIENTSIN	KUEICHOW	Brit, str.	l m	Foresyth	BUTTERFEIGH & NW RE	In 22nd inst, at 4 P.X.	7
100	TIENTSIN	CHIPSHING	Brit, str.	1	F Mooney	JANDINE MATERION & Co., Louis	on 20th inst at Name,	1
	SHANGHAI. YOKOHAMA & KOBE	CHINA	Aus. str	* 1	Pavissich.	SANDER WIELER & C.	Pa-day, at 2 P.M.	
ì	SHANGAHI VIA SWATOW	The state of the s	Brit, str	1	Spencer Wilde	JARDINE, MATHIBON & Co., LD	On 19th inst., at Non.	-
	SHANGHAL KOBE & MOJI		Brit. str.		T. A. Mitchell	JARDINE, MATRISSON & Co., Lo.,	On 19th inst. at Noon	1
	SHANGHAI, TSINGTAU, KORE & YOKOHAMA	YOBCK	Ger. str.	* *	J. Randermann	MELINER S & CO	About 13th i st	1
۶ ا	SHANGHAI,	d to a market a contract of the contract of th	Brit, str	l m	Wm. Lloyd Jones	BUTTERPIE D & SWIBE	On 19th in t., at 4 P.M.	
: 1	HANGHAL MOJI, KOBE & YOROHAMA	NAMUR	Brit. str	,	F. E. Andrews, B.N.R	P. & O. N. C.		
5.	HYNGHAL KOBE A YOROHAMA	FREIENFELS	Ger. att.	k, w.	Sandaledt	LANGURG A SHRIKA LINIK	Abon: 19th inst.	N.
1	SHANGHAI, MOJI, KOBE & YOKOHAMA		Brit, str		A. E. A. Baker	A D S V CO	Of 20 inst.	Т
,		TENNAMARA STA	Brit. str.		W. F. Richard		About 20: inst.	
	SHAN HAL		Y '''		43 O Williams	JARDINE, MATHESON & Co., LD.	On Alst just, at Noon	
- 1		LINAN	Brit, str.	m,	C. C. Williams	Ratteratero & Saiss	On 21st ins . at . nicht	
ı	SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.		H. Nomura	TENNIN YOURN MAINE	Un 25 h-inst.	٠.
	SHANGHAI	CHIMHUA		i m	Bensou	BUTTERPIELD & SWIRE	On 26th inst., at 4 P.M.	
ļ	SHANGHAI	ARCADIA	Brit, str	w.,	S. Baroinen	P. 4: U. S. N. Co.	Abin 26 h inst	ĺ
, I	SHANGHAI.	ANHUI	Brit, str.	l m	J. B. Harris	POTTERFIELD & SWIRE	On 2 th inst. at M'n ght	ľ
۱,	SHANGHAI, YOKOHAMA, KOBE & MOJI				1	ULOP WIJE A CO.: LTD	About 10t Nov.	L
. 1	- HANGHAI	TJILIWONG			Van D. Jalink	JAV SHING ASTABAN LINK	guck dequates.	
1	NPING VIA SWATOW & AMOY		Jap. str			OBAKA SHOSEN KAISHA	19 19th inst., at 10 a.m.	ŀ
-	AMSUI VIA SWATOW & AMOY	DAIGT MARU	Jap. str	TH PERSONAL PROPERTY.		USARA SHUERN KAINHA	On 2 in liast, at 1 1 M.	Н
۱ ا	FOOCHOW VIA SWATOW & AMOY					HAKA SHINEN KAIBHA	On Zoth tuste, at 10 A.M.	<u>.</u>
ø	SWATOW, AMOY C FOOCHOW	HAIYANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPBAIL & CO	Today, at 1 P.M.	
	SWATOW, AMOY & FOOCHOW				J. S. Rosch	HOUGHAN LAPRAIR & Co.		
- [SWATOW, AMOY & FOOCHOW				W. C. Passmo	Distract on Commerce & Co.	On 20th inst. at Nimin.	$\prod f$
, [TEAN			A. W. Outerbridge	DOUGLAN GAPRAIR & CO	On 24th tost, a Noon	'
Н	The second of th	2		1221	M. C Smith	Butterfield & Swike	Po-day at 4 P.M	
J	MANILA. CEBU & ILOILO	ZAPIRO				Значая. Гомин и Co.	Où Otriet, P.M.	1
	MANILA	LOONGSANG			Teank	JARDINE, MATHENON & Co., LD .	On 2 of instruct 2 P.M.	i
		KAIFONG ., ,	Brit, str.	1 m.	Sidford	SUTTERFIELD & SWILE	On-24th inst. at + P.M.	1
	MANILA	YUENSANG	Brit. str.		P. H. Rolfe		O : 23 h iust., at 2 P.M	
1	MANILA. CEBU & ILOILO		Am. str.	0	S. Crosby		Ou 30 a inst., at 4 P.M.	1
		TD /	Brit. str.	I at	Pennelather	2.6	19.1 3 at ites, at 1 P. q. 24.4	.1
		TJIBODAS	Dat. ser.	ी (वहुद्धा है	M. v. Wijk Jurinans	AVA-CHINA-JAPAN LINE	Quick dispetals	5
1		COLOMBO MABU	Jap. str.	~~	J. Teranuka	STEPON FOREN KARRE		1
	SINGAPORE. PENANG & CALCUTTA	CATHERINE APOAR	Brit. str.	21	L. C. Townesend	DAVID SASSOON & CO., LTD.	To-morrow	
	-INGAPORE, PENANG & CALCUTTA	Kutsang	Brit str.	_		APRIME 'M COLORS AND AND AND	To-day, at 1 P.M.	
_	PERTALITY A CONTRACT A NO		Ger. str.		F Sembil	MARDINE, MATHESON & CO., LD.	1. 20 met at Noon,	
*		SI-KIANG	2745.125	Y 197	E. de Catalano	MELCREBS & Co	Middle of Oct.	1
	RIANG OROH HANG & HAILHONG "	DATALIANO III III III	R & CARLOTTE . EIS.	17.0	WE WE COUNTY OF THE	MESSAGERIES MARITIMES	On 25th inst., at 7 AM.	
, [OX A. M. D.S. 9.	20.				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20
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PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN. TO EUBOPE BY THE MAGNIFICENT FAST LINERS.

DISPLACEMENT.

STEAMSHIP

Capt. A. Aelboen.

"DERFFI INCER" - 17,300 , ON FEBRUARY 6TH.

Capt. F. Proesch.

"PRI Z | TEL FRIEDRICH" 16,000 , ON MARCH 5TH.

Capt. E. Malcrow.

"YORCK" - 17,000 , ON MARCH 20TH.

Capt. J. Randermann.

"PRINZESS ALICE" - 20,300 , ON APRIL 2ND.

Capt. P. Grosch.

"LUETZOW" - 17,300 , ON APRIL 17TH.

Capt. J. Boetfeldt.

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Hongkong, 1st September, 1911.

[1087]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

POR	. Steamers	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER," Capt. F. Prosce,	17,000	Wednesday, 18 Oct., at Noon
SHANGHAI, TSINGTAU, KOBE)	"YORCK," Capt. J. RANDERMANN	. 17,000	About 18th Oct.

KUDAT and SANDAKAN "BORNEO"

Capt. F. Iseke, 6,000 17th Oct.

**BORNEO"

Capt. F. Sembill, 5,000 Middle of Oct.,

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

About

"PRINZ WALDEMAR,"

GENERAL AGENTS HONGKONG AND CHINA

Hengkong, 17th October, 1911



PHILIPPINE, S.S. CO.

STEAMSBIP Tons	Captain	FOB TO	BAILING DAIL
ZAFIKO 4000	M. C. Smith S. Crosby	Manila, Cobu & Iloilo M cuila, Cobu & Iloilo	
For Freight or Passage, app	ly to SHEW	AN, TOMES A Co.,	General Managere

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Hongkong 14th October, 1911 PHILIPPINES, S.S. Co.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROFOSED SAILINGS FROM HONGKONG (SURJECT TO ALTERATION)

DESTINATION

SHANGHAI, YOKOHAMA, KOBE & Moji "PEKING" About 10th November

For Freight and Further Particulars, apply to

TELEPHONE No. 17%.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

YORK BUILDI GS TOP FLOOR.

"ANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LIVE. "EMPRESS LINE."

Between China, Sapan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Ses of Japan) Kobe, Yokowana Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of Iz DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong.

"EMPRESS OF INDIA" SAT., 4th Nov. "EMPRESS OF BRITAIN" FRI., 1st Dec. EMPRESS OF JAPAN" SAT., 2nd Dec. EMPRESS OF BRITAIN" FRI., 29cm Dec. 1912

"EMPRESS OF INDIA" SAT., 27th Jan "EMPRESS OF IREL AND" FRI., 2nd Mar. EMPRESS OF IRELAND" FRI., 2nd Mar.

Steamships heave HONGRONG at 6 P.m.

THE Quickest route to CANADA, UNITED STATES and EUROPE, alling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE YOKOHAMA and VICTORIA, B.C. Connecting at VANCCTVER with a Mail Express, and at ST. JOHN with the Company's New Palatial EMPRESS Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Strope, All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers)

and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," or view Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SFECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

Corner Pedder Street and Prays, opposite Blake Pier.

"ESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA

(Taking Cargo on Through Bills of Lading to Ra goon, Madras and Mauritius.)

HE Stramship

"CATHER'NE APCAR,"

Captain L C. Townssend, will be despatched

the above Ports TO DAY, the 17th inst.

at 1 P.M.

For Freight or Passage, apply to
DAVID SASSOUN & Co., LTD.,
Agents.
Hongkong, 14th Octo er, 1911. (1269)



USTRIAN LLOYD'S STEAM NAVI.

TEAM TO SHANGHAI, YOROHAMA

THE Company's Steamship

CHNA,"

J ain Pavissich, wil leave for the above places
TO DAY, the 17th inst., at 2 P.M.

The Steamer has capital accommodation for
pavenucers, Electric Light, carries a Doctor
and Stewardess.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Prince's Building.
Hongkong, 11th October, 1911.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

With Liberty to Call at the Malabar Coast.)

THE Steamship

"WEISH PRINCE."
Capt. Sheppard, will be despatched for the above Ports on THURSDAY, the 19th October.
For Freight and Passage, apply to ARNHOLD, KARBERG & Co.,

General Agents,
Hongkong, 14th October 1911 F1186
REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COART).
PROPOSED SAILINGS FROM HONGEONG

SS. "SAINT PATRICK"

On or about 23rd Oct.

For Freight and further information, apply t

PODWELL & Co., Ltv.

Longkong. 7th October, 1911. [117



GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT.
Calling at SINGAPORE, PENANG
CALCUTTA, COLOMBO, ADEN,
SULZ AND PORT SAID,
(Taking Cargo at through rates to the PERSIAN
GULP, RELIGIONAL BLACK SEA.

LEVANT, VENTON and

ADEIATIC PORTS).

THE Company's Steamship

"AUSTRIA,"
Capt. Raicich, will be despatched as above on IHURSDAY, 20th Oct., 2 P.M.
This recommendation or passengers, electric by "and carries a doctor for information as to Passage and Freight ply to

SANDER, WIELER & Co., Agents, Princes' Buildings. Souckong, 28th September, 1911

THE PENINSULAR AND ORIENTAL SPEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITER: ANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

"DEVANHA,"
Captain W. R. Hickey, carrying His
Majesty's Mails, will be despatched from
this for Bombay, Marseilles and London
Direct, on SATURDAY, the 28th October,
1911, at Noon, taking Passengers and
Cargo for the above Ports in connection
with the Co.'s s.s. "Macedonia," 10,500
tons from Colombo, passengers' accommodation in which vessel is secured before
departure from Hongkong.

departure from Hongkong.

Silk and Valuables, all Cargo for France,
Ten and Cargo for London (under arrangement) will be transhipped at Colombo into
the mail steamer proceeding direct to
Marseilles and London, other C rgo for
Loudon, &c., will be conveyed via Bombay
by the s.s. "MOREA," due in London on
the 9th December, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent,

Hongkong, 16th October, 1911. [1

'SHIRE" LINE OF STEAMERS, LTD

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"
Capt. G. C. Cundy, will be despatched for the
above mentioned Ports about 11th November.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., L.T.,

Hongkong, 16th October, 1911. [1269-

ORIENTAL STELV NAVIGATION OD TPLAY.

FOR	STEAMERS	TO BAIL	REMARKS
and YOKOHAMA	NAMUR Capt. F. E. Andrews, B.N.R. CEYLON Capt. A. E. A. Baker,	19th Oot.	Freight and Passage. Freight only
SHANGHAI	ABCADIA Cap' S. Barcham	About 26th Oct.	Passage.
OF CALL	DEVANHA Capt. W. R. Hickey,	Noon, 28th Oct.	See Special
VIA SINGAPORE, PE. SAID and MARSEILLES		A hovel	Protobt
For Further Particulars a		. A. HEWUT	u
Hongkon . 16th October 1911		Superinte	ndent,

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	SAILINGS SUBJ CT TO ALTERATIO	Air
	the state of the s	
	MANILA TERU and CLOTTO	TO SAIL
		n 17th Oct. 4 P.M
	MANICA, ZAMBOANGA, THURSA	u 19th Jot., 4 P.M.
	PAI ISLAND COOKTOWN /	
	CALENS. TOWNSVIE R RRIG' >"TAIYUAN"	n 19th Oct., 4 P.M.
	DAARAY INKY & MMILDAIDAMA	
٠	SHANGHAI	
		21st Oct., M'night.
	- MANADA CEBU and ILOTTO appropriate to	22nd Oct., 4 P.M.
	SILAN FILAL	24th Ook 4 P.M.
	SHANGHAT	26th Det., 4 PM.
	MANILA, ILOILO and CEBH	28th Oct. M'night.
	4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	31st Oct., 4 P.M.
	AUSTRALIAN SPEAMERS AND S.S. "SANUL."	exty.
	*** *** ** ** *** ** *** ** ** ** ** **	
	AUSTRALIAN SPEAMERS have superior accommodation with throughout and Electric Fans in the Staterooms. A daly on different second and state of the sta	a Electric Light.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is signated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL" "CHENAN," CHINHUA" and "LINAN") with excellent accommodacion, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkorg for Shaughai lirect every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangters and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s lannch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers to Anarchai, avoiding the inconvenience of the transmin neat at Wagange. THERPHONE 36. REDUCED FIRES:—SINGLE \$45...... REPURN \$75. For Freight or Passage supply to - & BUITE CHIELD & SWIRE. Hongkong, 17th October, 1911.

AGENTS

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	GROJECTED	SAILINGS FRO	M HONGKON	G (SUBJE	TO AT	TERATI	ON
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-	T 73126 1973 9 18 A 1	KOBE & MOJI	"FOOK		ABUTSCRY,	19th Oct.	Noon.
	A				Thursday	19th Oct.,	Noon.
- 45	INGAPORE	PENANCICATO	TIME	SHIIN'S	PIPOLY,	20th O t	Noon
	BHANGHAI	PENANG ACALO	OTTA "KUTS	ANG"	Friday	20th Oct.	Noon
٠	MANTEA	101444 110	"KWOI	IGSANG	Saturday.	21st Oct.	Noon
#	MANILA	401444 110 2 100 410444888884048 120	LOGN	GSANG .		Direction of the contract of t	-
÷	WE TO THE A ST ST	3.50 3. 3. 3. 3. 3. 3. 3. 3.	"YUEN	SANG"	Saturday	904 b Ook	2,P,M.
Ą.	THEFT	THE CHELOO	and)	3.0	omrataay,	count Con.	4 P.M.
•	ивженМ	ZEI CHEFOO ANG		SANG"	Phursday.	26th Oct.	Noon
		REVITEDAT	TOTO .	TO			110011
		RETURN	TANDER	TO JAP	\mathbf{A}	*	FO. 0
,	The Other A	(000	UPYING 24	DAYS		45.70	

The Steamers "Kutsang," "Nameane" and "Fooksang," is we about every J weeks Shanghai and returning via Kobe (Liland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommedation for First Class Passingers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtess Ports Tsington, Weihaiwei, Chefoo Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 17th October, 1911 GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD

ANIHO HTUOS-DRONDINA COAST PORTS

IIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, heving Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

AMOY CAND FOOCHOW RETURN.

(Occupying 9 to 10 Days).

	STEAMBHIPS	3:	CAPTAIN		,		LEAVING		,
	"HAIYANG" 'HAIYANG" 'HAITAN"	ii. Ci	ept. J. S. Rosel ept. W. C. Pass	unoze	TUES	AY,	17th Oct., 20th Oct., 24th Oct.,	at Noon	11.
4	Steamers will arrive For Freight and P	e at an	Depart from	the Com	pany'a V	Vharf (n	ear Blake P	ier).	1.

DOUGLAS, LAPBAIR & Co., GENERAL MANAGUES, Hougkone 14th October, 191

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES. via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. * MAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other I editerranean

Levantine, Black Baltic See and Porte, and all North and South American Porte NEXT SAILINGS FROM HONGKONG:

OTTOWARD	HOMEWARD.
OUTWARD, OR SHNGHAI, KORE & YOHOHAMA: S.S. FREIENFELS 20th Oct. S.S. SLAVONIA 3rd Nov. S.S. SCANDIA 16th Nov. S.S. SPEZIA 2nd Dec. S.S. SFGOVIA 14th Dec. S.S. SILESIA 27th Dec. S.S. AMBRIA 10th Jan. S.S. GOLDENFELS 24th Jan.	FOR ROTTERDAM, HAMBURG & ANTWERP S.S. FURST BULOW 17th Oct. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BELGRAVIA 24th Oct. FOR HAVEE, BREMEN & HAMBURG: S.S. SENEGAMBIA 28th Oct. FOR HAVEE & HAMBURG: S.S. BAYERN 8th Nov. FOR ROTTERDAM, HAMBURG & ANTWERP S.S. SACHSEN 11th Nov. FOR HAVEE, & HAMBURG: S.S. ARCADIA 16th Nov.
go For Further Particulars, apply to-	MOTIDA A MENTITE A TOTAL NOV.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 14th October, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION STRAMER CAPTAIN DATE OF SAILING. † SHINYO MARU ... 21,000 ... H. S. Smith FRIDAY, 3rd Nov., at Noon ... 21,000 ... W. W. Greene ... FRIDAY, 1st Dec., at Voon.

* NIPPON MARU ... 11,000 ... A. G. Stevens ... FRIDAY, 22nd Dec. at Noon. FRIDAY, 29th Dec., at Noon † Triple Screws, turbine angines. Twin Screws. All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Officer

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAL, NAGASAKI, KOBE, YOKO TAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION): DATE OF SAILING. HONGKONG MARU 11,000 ... WEDNESDAY, 13th December, at Noon, KIYO MARU .. 17,500 ... TUESDAY, 18th February, at Noon, BUYO MARU

THE Steamer "HNOGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEANP ORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG To LONDON

To VALPARAISO SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-

TO EUROPEAN POINTS :- Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. TO CANADIAN AND UNITED STATES POINTS:-Commissioned Officers of

the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families. (These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent ouisine and accommodation. "TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with

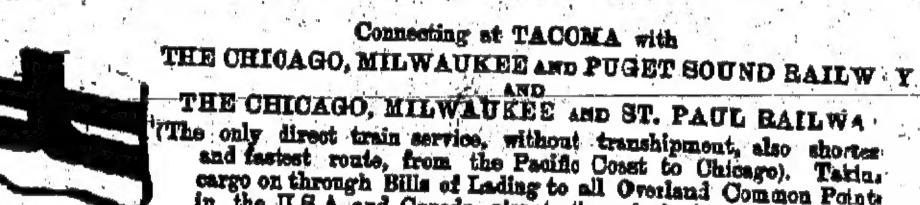
Turbine Enginee and Triple Screws. Record Speed 215 knots.
Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT, King's Building (Opposite Blake Pier).

SHOSEN

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration), TRANS-PACIFIC SERVICE.



'CR	and far	steat :	route. f	service,	Without	trans	hipmont	also	shortes
,	in the	U.S.	and C	is of La- lanada, s merica.	des to t	all On he prin	oipal por	om mor ets in	Horio-
	11.			7 10				- 1	

FOR	STRAMNES	Tons (Gross reg.)	CHEAN.
VICTORIA. B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M

" The s.s. " Canada Marn" will not also call at Keeling.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteemer Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special at ention given toward Express connection.

TONGRO	MG. SOUT	H CHIN	A CUAST	PORTS	. &	FORMUNA	SERVIC
	POR	The said of the sa		TEAMERS	7 j	LWA	
ANPING	VIA SWATO	DW and	"BOSHU	MARU"	14-4-1- mar. 1-4-	THURSDA	Y. 19th
FOOCH	VIA SWAT		"DAIGI			SUNDAY,	22nd Oct.,
	information of	1. The state of th	27 This is a second	UN MARU	-	MED DAY	25th Oct., 10 a.m.

etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building 8. HIROI, 772-778] MANAGER

EST FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(18T AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 25th Oct., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORI NTA STEAM NAVIGATION CO.

HOMEWARD PASSENGER SKASON, 1912. PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON. TAKING PASSENGERS ALSO FOR Colombo, India, Australasia, 1 GYPT, Brindisi, &c.

COLOMBO.	Leave Hongrond	Connecting Steamers from Colombo to Mareeflles & London	Due MARSEILLES (Brindisi 2 days earlier)	
Steamer Tons ASSAYE 7500 HIMALAYA 7000 DELHI 8000 INDIA 8000 DEVANHA 8000 DELTA 8000 ASSAYE 7500 DELHI 8000	February 3-February 17 March 16 March 30 April 13 April 27 May 11	MANTUA 11000 MACEDONIA 10500 MOREA 11000 Through Steamer MOLDAVIA 11000 MALOJA 12500 MONGOLIA 10000 MALWA 11000	March 2 March 16 March 30 April 13 April 27 May 11 May 25 June 8	FRIDAY March 8 March 22 April 5 April 19 May 17 May 17 May 31 June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BR! NDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. FARES TO LONDON:

IST SALOON £71.10 SINGLE. £106.14 RETURN. IN ADDITION TO THE A OVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1st AND 2ND SALOUN PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS			Leave Hongkond	Due LONDON
NYANZA NILE NUBIA SUMATRA NAMUR PALAWAN BORNEO SYRIA NORE	191 191 191 114 998 114 188 998 114 188 998 114 188 998 114 189 998 114 189 998 114	Tonnage 7000 6000 5000 5000 5000 5000 7000	about February 7 March 6 April 3 April 17 May 1 May 15 May 29 June 12 June 26	March 22 April 13 May 17 May 31 June 14 June 29 July 13 July 27 August 10

These Steamers call also at BINGAPORE, PENANG, COLOMSO, and at MARSEILLE FARES TO LONDON: 18T SALOON £55.0 SINGLE. £82.10 RETURN. For further Particulars, apply to-

E. A. HEWETT. SUPERINTERDERT.

(THE JAPAN MAIL S EAMS: I.

STEAMERS

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION,

Capt. A. E. Moses,

Capt. M. Winckler,

DESTINATIONS MARSEILLES, LONDON and ANTWERP, VIA SINGA.

MISHIMA MARU KAGA MARU PORE, PENANG COLOMBO, SUEZ and PORT SAID

Capt. M. Hagino, ATSUTA MARU Capt. Wm. Thompson, 9,000 \ Nov., at Daylight, KAMAKURA MARU (SATURDAY, 4th VICTORIA, B.C., & SEATTLE

VICTORIA, B.C., and SAWA MARU SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, § INABA MARU Capt. Irisawa. and YOKOHAMA Capt. S. Tominaga, KUM ANO MARU

SYDNEY and MELHOURNE, VIA MANILA. THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...

YOKOHAMA KOBE and YOKOHAMA ...

STEAMER

Capt. T. Sekine. SHANGHAI, MOJI and KOBE! HIK TA MARU Capt. H. Nomura, NAGASAKI, KOBE and j. YAWATA MARU Capt. T. Sekine, HITACIH MARU Capt. T. Yamawaki, 7,000 t BOMBAY VIA SINGAPORE, COLOMBO MARU and COLOMBO

Nov., from Konn TUESDAY, 7th TUESDAY, 5th Dec., at Noon. FRIDAY, 27th 7,000 l Oct., at Noon. YAW TO MARU FRIDAY, 24th Nov., at Noon. WED'DAY, 25th 7.000 October. (WED'DAY, 25th 5.000 le Oct., at Noon. THURSDAY, 25th

Oct., Noon.

K061-14-40

WED'DAY, 18th

SAILING DATES

(WED DAY, 25th

Oct., at Daylight.

WED'DAY, 8th

Nov., at Daylight.

WED'DAY, 22nd

§ Fitted with New System of Wireless Telegraphy. Carries Deck Passengers. ‡ Cargo only.

Capt. J. Teranaka.

STEAMERS

KOBE & CALCUTTA. REGULAR SERVICE (once in every 18 days)

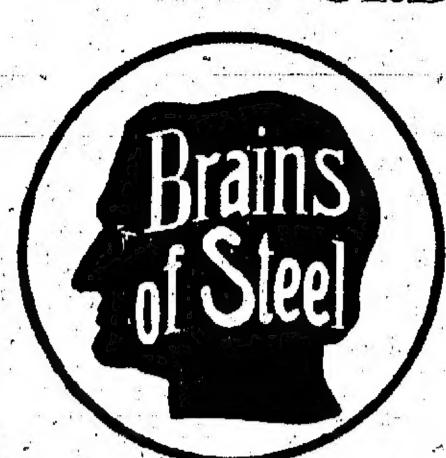
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, BINGAPORE, PENANG AND RANGOON. The Next Steamer to sail from Hongkong:-

"KIRIN MARU," Tons 4,000, CAPT. DEGUCHI, on 2nd Nov.

PASSENGER SEASON FOR EUROPE.

	TANGO MARU KAMO AKI MISHIMA	8,000 9,000 7,000	K. Kawara F. L. Sommer K. Homma	February 14th. February 28th. March 13th.
	KAGA ATSUTA HITACHI	9,000 7,000 9,000 -7,000	A. C. Moses M. Hagino Wm. Thompsen T. Yamawaki	March 27th. April 10th. April 24th.
	MIYASAKI INABA MARU	9,000 FOR	SEATTLE.	May 8th. May 22nd.
	TAMBA S NUKI AWA INABA	7,000 7,000 7,000	S. Tominaga K. Noda T. Irizawa	February 27th. March 26th. April 9th.
	For further informat	7,000 ion, spply to-	8. Tominaco	April 23rd. May 21st.
.]		d .		MANAGER.

THE RUSSIAN GOVERNMENT ORDERED



200 BRUNSVIGAS"

CALCULATING MACHINE

More than 18,000 sold all over the World. GEIMME NATA'IS & Co.,

BRAUNSCHWEIG. Will be sent to your Office for inspection you will kindly apply to

Sole Representative for Hongkong and China

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960. Hongkong, 13th October, 1911.



Türk. Tabak- & Cigaretten-Fabrik "Klog" o E. Robert Böhme, Dreaden.

Hongkorg, 13th October, 1911.

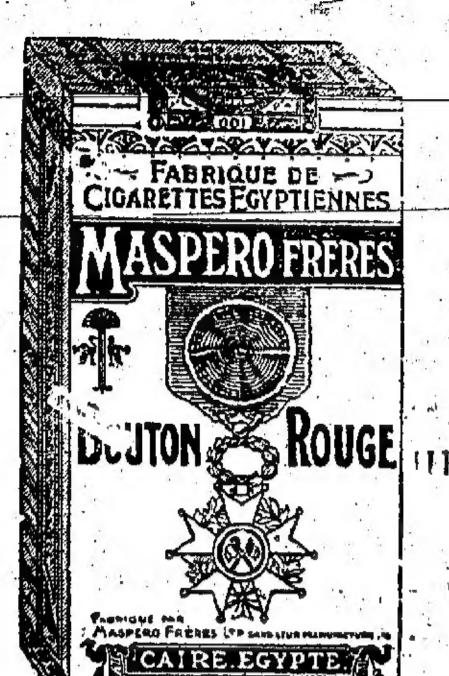
EXCHANGE CLOSING QUOTATIONS. October 16th.)n London :--ON PARIS:-Bank Bills, on demand2261 Credits, at 4 months' sight231 IN GREMANY :--)M NEW YORK :--Credite, at 60 days' sight44 BOMBAY :--DE CALCUITA :-IN BHANGHAI:-ON SINGAPORE :- On demand761 IN HAIPHONG :-- On demand ON BARGON :- On demand.....

COMMERCIAL.

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Sole Representative for Hongkong and South China-Hugo C.A. Fromm. Hongkong.

Hongkong, 13th October, 1911.

POST OFFICE NOTICE

Unly fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is draw 1 to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps in such the Posts and anisate mare be perforated but not obliterated. The Chiquen, with the Siberian Mail, is due to arrive here to-day.

The Yorck, with the German Mail, of the 20th ultimo, left Singapore on Saturday, the 14th just, at midnight, and m y be expected here on or about Thurs lay, the 19th inst., The Public are informed that the Christmas and New Year Parel Mail to the United

-King lam and the forting to of Europe by the four six route via Gibreltar vill be closed in this Office on Fidir, the 10th of November, 19 1, at 5 P.M. This Parcel Mail is due in London on or about the 16th of December. The subs quent Parcel Mail is not due to reach London before the 30th of December. Par els may be forwarded via Brindisi with an extra tee of 60 cents. Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured. for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Carved, Crossed or Dotted lines are not admissable. Coins

The Cirri for the publ Parcels to	used for sealings of the Post Clic.	g. Office are not all ion of the offic	wed to seal or to see accepting the	affix stamps on	letters or percels
s tegula 1008	will not be nece	pred.	PER		DATE
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Townseille	a Reighand S	ydney, Hobart,	}	91,64	
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Ad de	Dunedin, Perth	and Fremantle	1		
Swatow and B	angkok		Haldis	Tuesday,	17th 1000 -
		Yokohama,		T nearth ?	17th, 10.00 A 20
Victoria a	nd l'acoma	***	Canada Mari	Tuesday,	17th, 10.00 A M
SIBE	HAN MAIL!	TO EUROPE		Lucianay	TIM, TOO A B
Singapore	* * *	911 111	Rhesus	Tuesday.	17th, 11.00 m
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	PER 11.00 A.M 1			Registrat	ion 10.00 A M
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(Letters po	sted in all the f	Pillar Boxes in	Derflinger	fee of	10 cents up to
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included in	this contract n	mir)		Registr	ation, Kowloon
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Macso	The second		Sui Tai	Brainers	11.00 A W
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Beaughai, Kob			Foo sang	Three sy	19th, 900 A M
Shanghai		111	Hangson,	Thursday	19th, 11.00 A M
Shanghai, Kobe	and Moji	104	Fooksang	Thiraday	19th, 11.00 A M
Shanghai	3 60 441		Chevan	Thursday,	1011 7 00

Thursday, 19th, 3.00 P A Manila (Taking mails for Cebu and Holo) Zamboanga, Port Darwin, Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Taiyuan ... Thursday, 19th, 1 3.00 P M Sydney, Hobart, Launceston, New Zealand. Melbourne, Adelaide, Danelin, Perth and Fremantle Chipshing . Friday, 20th, 10.00 A M Swatow, Amoy and Foochow Friday. Huitan " 20th 10.00 A dingapore, Penang and Calcutta Friday, 20th, 0.00 A M Luteang Frinted Matter, and Bam-Registration ... 10.15 A M SHANGHAL, NAGASAKI KOBE, YOKOHAMA. (Registration, with late HONOLULU and SAN FRANCISCO fee of 10 cents, up to Persia BIBERIAN MAIL TO EUROPE 11.00 A M). Registration Kowloom ... 9.30 д н Letters 11.00 A M

Tientain ...

.....\$5.71 Hongkong ... 10 SHARE LIST.—QUOTATIONS. Hongrong, October 18-16th, 1911 はないではびです。 STOR KO 2.3 Dec - 1 -HASTER 1900 sales Hongkong & Shanghai Bank Corporation 120,000 China Borneo Company, Limited 60,000 50,000 \$10] sellers China Light and Power Company, Limited, 31.80, sellers -0,000 bius Provident, Loan & Mortgage Co., Ld. aw.uou 81, bayers Ewo Cotton Spin's, & Weaving Co., Lid. au,000 Tis. 30 J'1-, 93. Hongkong Cotton Spinning Co., Ld · 25,000 International Cotton Manufing Co. Ld. 10, UU 140 10 Ti-. 45 Laon Kung-Mow C. Spin & Weav. Co., Ld 400 ALADA ALE Fl-, 694. Soy Chee Catton Spinning Co., Limited ىللانو0. 11 - 285 Pairy Farin Company, Limited MILCUL. 213 c div. sel. JOCKS AND WHARVES .-H'kong & Kowloon Wharf & G. Co., Ld. OULUU Hongkong and Whampon Dook Co., Ld. الإلكاليوناد and, mailer. New Amoy Dock Co., Limited AULULA. 7, seller . * Shanghai Dock and Engineering Co. L. 3,14 l'ls. 60 bayers Shanghai and Hongkew Wharf Co., Ld., Green Island Cement Co., Limited 74.30, sellers Hongkong and China Gas Co., Limited longkong Electric Co., Limited CHICAGO 5221, buyers longkong Hotel Company, Limited ... 50,√0 15,∵0. 50,√0 Manila Metropole Hotel Limited Hongkong Ice Company, Limited
Hongkong Rope Manufacturing Co., Limited
H'kong& South China Steam Fisheries Co., Ld. 10,000 ≥7, sellers Canton Insurance Office Co., Limited ... 10,000 China Fire Insurance Co., Limited 20₁000 China Traders Insurance Co., Limited... 44,000 Hongkong Fore Insurance Co., Limited 5 60, sellers North-China Insurance Co., Limited ... T. 53 x d. sel, TOUR Union Insurance Society, Limited (10 4540; sales 12,400 Yangteze Insurance Association, Limited 12,00 300 \$225, @ Ex 73 LANDS AND BUILDINGS,-50,000 150,000 6,000 \$100, water & bo Hongkong Land Invest. Agency Co., Ld. 471. seliers Humphreys' Estate and Finance Co., Ld. 128 sellers Kowloon Land and Building Co., Ld. ... 78,000 Shanghai Land Investment Co., Limited 12,5U \$47, sales West Point Building Co., Limited 16,000 230,000 25,000 50,000 SociétéFrauçaise des Charb'ges du Tonkin Raub Australian Gold Mining Co., Ld ... 3:20, sales : Peak Tramways Co., Limited ... \$1, buyers 15,00 15, bayers Philippine Co., Limited REPINEDIES. China Sugar Refining Co., Limited \$137 sales 20,000 Luxon Sugar Refining Co., Limited \$37, sellers 7,000 STEAMBHIP COMPANIES. 8113, willers 30,000 20,000 Chins and Manila Steamship Co., Ld. .. \$212, soilers Douglas Steamship Co., Limited 80,000 \$27, buyers Hongkong, Canton & Macao S.B. Co., Ld. Indo-China Steam Navigation Co., Ld 6.),000 def. Shell Transport & Trading Co., Limited. 2,5,0000 85 6, sellers 10,000 Star Ferry Company, Limited South China Morning Post, Limited Steam Laundry Company, Limited...
STORES AND DISPENSARIES.— *6, buyers Campbell, Moore & Co., Limited -\$12, bayers Wm. Powell, Limited \$4, bayers Watkins, Limited A. S. Watson & Co., Limited Weissmann, Limited ≥15. buyérs H. Price & Co., Ltd. 2, buyers United Asbestos Oriental Agency, Limited.

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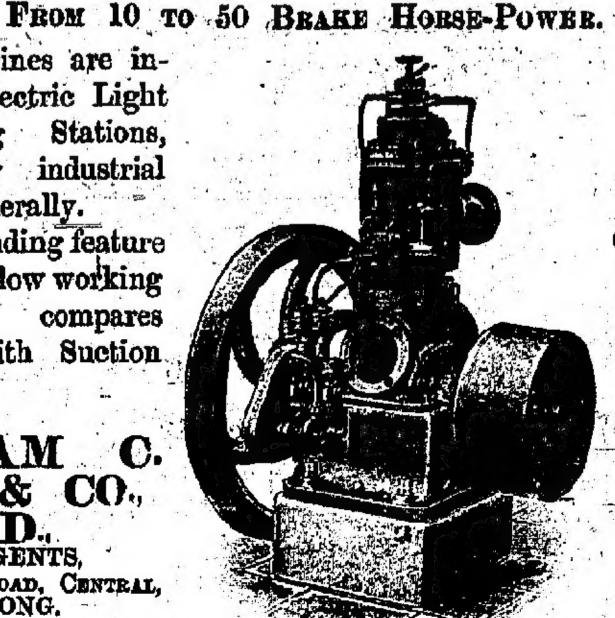
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FORTHCOMING EVENTS.

ing of Canton Insurance Office, Ltd., Noon Thursday, 2 d Nov. - First Annual General -Meeting of Scengei Rampah ubber & Co., Ltd , 4.30 p m.

Wednesday, 1st Nov .- Meeting of the Licensing Board in the Convoil Chamber, 2.15 P.M. Monday, 30th O th .- Auct on of King Elward Hotel Furniture, &c., at Pales Room, by Messre, Hughes & Hough, 3 P.M.

ON SALE.

MAIL TABLES

POR 1911. Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well at their destinations, of the dates of return Mails.

Honekoue 6th February, 1911.

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Meests. RELLY & WAISE Mesers, BREWER & Co. Mosses. A. S. Wats on & Co Canton

ON SALE.

A TABLE OF THE OF EXCHANGE AT

HONGKONG For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years

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